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GRAVEST COMPLICATIONS FEARED.

CHINA WARNS THE LEAGUE.

RESUMPTION OF BATTLE ON NONNI RIVER.

CHINESE DESTROY BRIDGES.

ACCORDING to reports from Chinese sources, further heavy fighting is proceeding in North Manchuria between the Japanese, heavily reinforced, and the Heilungkiang forces. The Chinese are now in retreat and are destroying bridges behind them.

Dr. Alfred Sze has informed the League Secretariat that intervention is an urgent necessity if the gravest complications are to be avoided.

CHINA ON HOW BATTLE BEGAN.

Geneva, Nov. 6. The League Secretariat this afternoon issued the text of a communication from Dr. Alfred Sze regarding the fighting along the Nonni River, near Kishihar.

Dr. Sze alleges, on behalf of the Nanking Government, that following a notification from the Japanese regarding the proposal to repair the bridge, the chairman of the Heilungkiang Provincial Government withdrew his troops from the bridge, in pursuance of the Chinese Government's pledge to do everything to avoid aggravating the conflict.

The only result, however, was an advance by the Japanese troops on the morning of November 4. They moved across the river to the north bank, and sent out a party of troops on a so-called protective screen. These troops captured three Chinese guards and when this act met with no resistance, they fired on the Chinese troops, killing and wounding several scores.

About a hundred Japanese troops were involved in the shooting.

"Chinese Compelled to Fire."

The Chinese were compelled to return the fire in self-defence, upon which several hundred Japanese were rushed up in support of the advance party, and they continued a hot attack on the Chinese defence lines until nightfall.

The Japanese forces, says Dr. Sze, are continually increasing and there is an urgent need for League intervention to avoid the gravest complications.

Japanese Version.

Simultaneously, a telegram was issued, which had been received by

DOLLAR STILL SOARING.

BUT LAGGING BEHIND SILVER.

The Hongkong dollar was up a farthing this morning, the demand rate being 1s. 4/9/16d. This reflected a rise in silver of 3/4d. in London, while the New York rate was up to 34 1/2.

The advance in London is said to be mainly due to small available supplies and continental buying. China sold and buyers now seem satisfied. The market closed uncertain, with America inclined to sell.

The local market is rather easier, there being sellers at 1s. 4 1/2d. and buyers offering 1s. 4/7/8d.

Shanghai's rate is 1s. 10 1/2/16d. It is interesting to note that the parity value of the Hongkong dollar is now about 1s. 6d., whilst the Shanghai parity is almost 2/-.

There is a belief that the rise in silver is also partly due to speculative activities in futures in America.

The Japanese delegation at Geneva from Mukden, stating that the dispatch of Japanese troops to Nonni River was due to an urgent need for repairing the bridge.

The commander of the Kwangtung Army had been instructed to withdraw upon the completion of the repairs.

Fifteen Casualties.

The telegram gives details of incidents which occurred on November 2 and 3, when Chinese troops first on the Japanese, who, in the latter instance, lost fifteen men, although they prominently displayed Japanese flags.—*Reuter*.

Further Fighting Reported.

Severe fighting commenced early this morning at dawn between Heilungkiang troops and Japanese forces, assisted by about 6,000 Manchurian "independents" under the rebel commander, Chang Hsi-ping. The Japanese had been reinforced from Supingkai and Taonan.

The Chinese state that the Japanese commenced the operations with gun-firing and aeroplane bombardment.

The railway bridges between Angangchi and Taonan have suffered severely. The Chinese troops in retreat, smashed the bridges to avoid being pursued by the Japanese forces.

The Heilungkiang Brigade under So Ping-wan retreated towards Angangchi. Several buildings at the Tahhsien Station were completely wrecked. An official Manchurian report says that the Chinese have suffered heavy casualties.

An alarming report is current that General Wan Fu-lin, the Military Governor of Kirin, intends to rush troops to the Heilungkiang frontier for the purpose of offering a stubborn resistance to the further Japanese invasion.

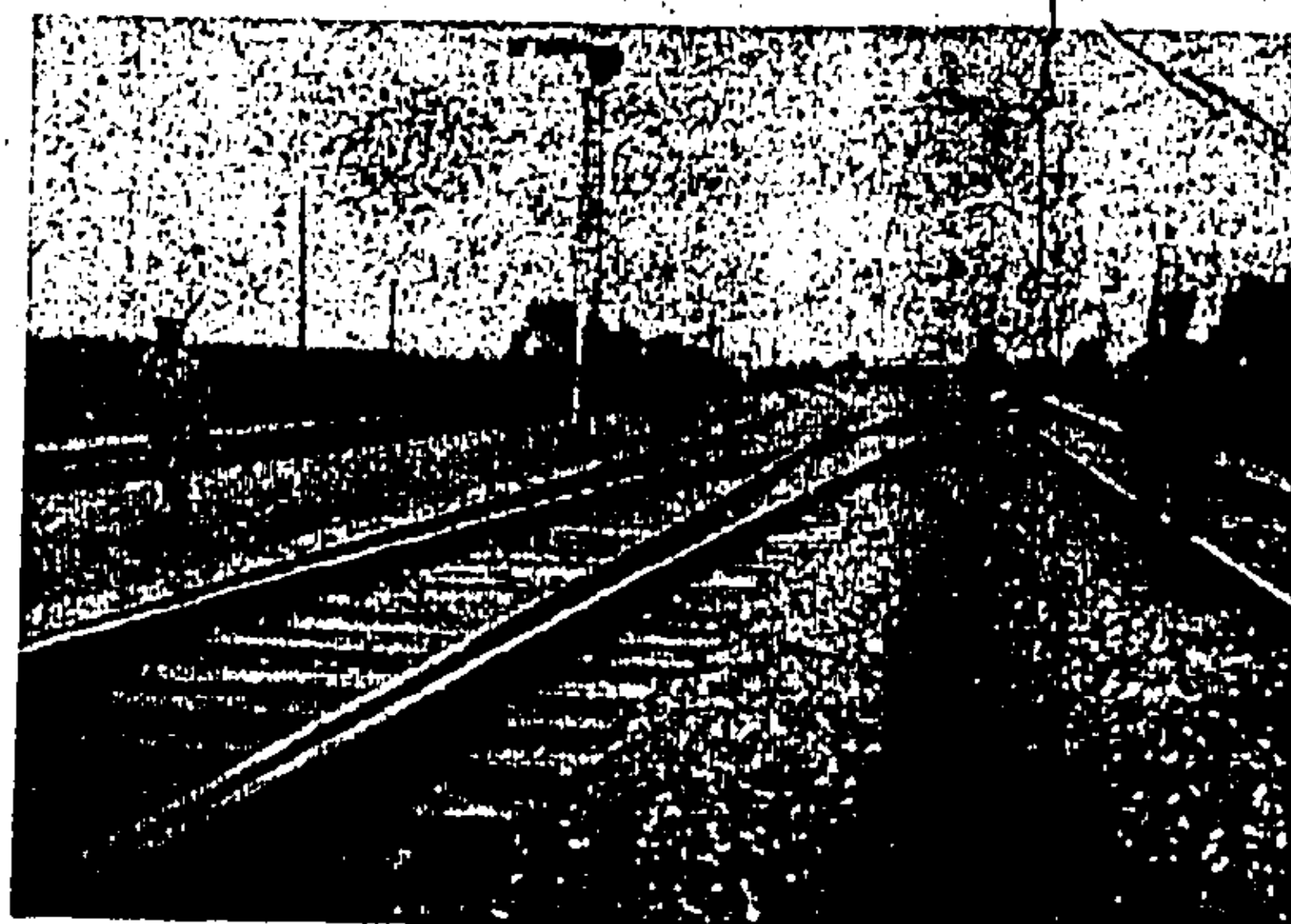
Bombing Raid.

Peking, Nov. 6. General Ma Chang-shen states in an official communique to the Manchurian Government that fourteen Japanese aeroplanes dropped bombs on Angangchi yesterday.

This morning shortly before noon, it is reported more aeroplanes appeared over Angangchi and dropped bombs. There was no casualty.

Two detachments of Japanese troops have left Changchun for Taonan.

Readers are reminded of the two days' Fete and Bazaar which begins to-day at the Italian Convent, Caine Road. This is the annual occasion on which the Convent Sisters make a special appeal to the public for funds in aid of the orphans, destitutes and other charges under their care. The deserving work carried out by them is too well-known to need reiteration here, save to state that the majority of the articles offered for sale or raffling, are the products of the loving labour of the Sisters and their pupils and charges.



Japanese troops patrolling the railway in Manchuria. Photo was taken near Mukden but the scene is typical of the whole length of the lines in which Japan takes special interest.

Irish Sweep Litigation.

ITALIAN "SPLIT" UNSETTLED.

London, Nov. 6. Judgment on the facts relating to the part ownership of the successful ticket in the Irish Sweep on the last Grand National race, the share involved being worth £50,000, was delivered to-day by Mr. Justice Meredith in the Dublin High Court.

The suitors are men of the London Italian Colony, the two plaintiffs claiming to be co-partners with Emilio Scala, the Italian Restaurant proprietor, in the ticket.

The judges, after dwelling on the unprecedented conflict of evidence, came to the conclusion that the winning number was inserted after the draw, in a pooling agreement which specified certain other tickets.

He also found there was a conversational agreement about an extra ticket, and adjourned the hearing for a fortnight to hear further arguments as to whether this was the winning ticket allocated to the pool.—*Reuter*.

LUCKY NINE OF RYUJIN MARU.

ARRIVE IN HONGKONG ABOARD HERMES.

STORY OF RESCUE.

Heavy seas and the peril of navigation in the rock-strawed waters have prevented the rescue of the 18 men still on board the wrecked Japanese freighter Ryuji Maru, aground on the Tan Rocks, near Turnabout Island, according to the nine men taken off on Wednesday by the aeroplane carrier H.M.S. Hermes. They reached Hongkong this morning.

They told a *Telegraph* reporter that the Ryuji Maru ran into rough seas soon after leaving Hongkong at 7 p.m. last Saturday. They made slow progress up the coast, and when dusk was falling about 6 p.m. on Tuesday, the vessel struck the rocks.

Freshening winds were whipping up the seas when the Hermes, sent out at lifboat early on Wednesday morning. It was dangerous work, heavy rain adding to the risk, and after the nine men had clambered over the side into the lifboat, they were taken back to the Hermes. That was the only trip made, for the seas became rapidly worse and the attempts had to be suspended.

Although the weather was not exceptionally rough, the treacherous waters, studded with rocks, made further attempts at rescue unsuccessful. Time after time the Hermes and the steamer Madras Maru sent out boats, but the risk of the undertaking forced them to return. In calm weather the rescue would be simple, but with a high sea running, craft are in a constant danger of being smashed against the jagged rocks.

The nine seamen are to be returned to Kowloon by the Canton Maru to-morrow.

DAVENTRY PLAN NO LONGER IN THE AIR.

B.B.C. STATION FOR THE EMPIRE.

GOOD NEWS FOR LISTENERS.

London, Nov. 6. The intention to proceed immediately with plans for the erection of a short-wave Empire Broadcasting station at Daventry is announced by the British Broadcasting Corporation.

Plans for the project were discussed at the Imperial Conference, but difficulties of financing the service on a permanent basis have hitherto delayed the development of an experimental service.

Now, however, the need of such a station from the Imperial viewpoint, coupled with the strong desire expressed throughout the Empire, particularly by the Crown Colonies, has influenced the B.B.C. to proceed with the scheme without further delay.

The object will be to get as many listeners as possible throughout the Empire to tune in to the programme from the Home country at the most convenient hours to the listeners, but details as to the times of operation will depend on the experiments which are to be carried out.

Several wave-lengths will be used in order to provide the best reception under varying conditions.—*Reuter*.

NEW OMNIBUS TYPES.

FEATURE OF MOTOR SHOW.

London, Nov. 6. An interesting exhibition at the Commercial Motor Show at Olympia is the latest type of London omnibus, costing about £2,000.

It is fitted with special steering apparatus, and much attention has been given to reduction of noise.

Features of passenger-carrying vehicles of all classes on show this year are the stream-lined bodywork and opening "sunshine" roofs.

The large attendance includes many representatives of transport companies from abroad.—*British Wireless*.

MOLLISON TURNED BACK BY FOG.

FLIGHT TO THE CAPE DELAYED.

London, Nov. 6.

Mr. James A. Mollison, who is making an attempt to beat the new record for the flight to Cape, set up by Miss Salaman and Mr. Gordon Store, left Lympne to-day, but was forced to turn back, for he will make a new start to-night if the weather has cleared.—*British Wireless*.

Rotarian T. S. Morrison is to speak on "The Functions of Lloyds" at Tuesday's meeting of the Rotary Club.

MUCH ADO ABOUT NOTHING.

MEN OF MARINES DISCHARGED.

RUMOURS AT PLYMOUTH.

London, Nov. 6. Some disquiet was caused to-day by reports from Plymouth suggesting that the Admiralty had been forced to take further severe action as a sequel to the Invergordon "unrest."

It was strongly rumoured in the Devonshire naval station that a small number of men of the Royal Marines (Plymouth Division) had been discharged from the service, the alleged reason being that "their services were no longer required."

The men concerned, it was stated, had recently served in the crack battleship, H.M.S. Rodney, and the suggestion was, of course, that they too had continued agitation, causing discontent.

Complete Denial.

Enquiries of the Royal Marines Barracks at Plymouth elicited a complete denial that any men had been discharged to-day, while the Admiralty declined to make any statement in the matter.

The true facts of the situation were, however, cleared up later. The information which became available was unimpeachable in character, but seemed to provide a satisfactory explanation of the origin of the report.

The Explanation.

Briefly, it was this: A few marines are believed to have been included in the twenty-four men who were discharged a few days ago mentioned in an Admiralty statement issued at the time. It is possible that these were from the Plymouth Division.

In any event, it is stated definitely that there have been no dismissals from any branch of the service following the trouble at Invergordon, except the twenty-four men previously mentioned.—*Reuter*.

GET TOGETHER MOVEMENT.

BRITISH RESIDENTS' ASSOCIATION.

SHANGHAI PLAN.

(Our Own Correspondent).

Shanghai Nov. 7. Tentative feelers regarding the formation in Shanghai of a British Residents' Association have gathered sufficient support to justify the originators of the project to call a British public meeting to put the organisation on a working basis.

British residents, at a cost of \$1 per year (subscription), will be offered a chance of voicing their collective opinion, with an initial opportunity of recording their views regarding the surrender of extraterritoriality.

The inaugural meeting will be held at the Race Club on November 12 at 8 p.m. when the objects of the Association will be explained and a resolution regarding the abolition of extraterritoriality will be submitted for consideration.

The object of the Association at present is crystallised British opinion.

KING AND QUEEN.

LEAVING LONDON FOR SANDRINGHAM.

London, Nov. 6. The King and Queen are expected to leave London for Sandringham next week. On Tuesday the King and Queen will drive in State to Westminster for the ceremonial opening of the New Parliament, at which the Prince of Wales will attend. On Wednesday morning their Majesties and the Prince will be present at the Armistice Day ceremony at the Cenotaph.—*British Wireless*.

Bulls and Innors

From the Office Butts.

Hongkong business men should remember that whilst it may be true that everything comes to him who waits, it comes much quicker if you go after it.

A Chinese jeweller who offered us a 14-carat ring the other day is evidently another of those who has gone off the gold standard.

Infamous Saying:—We take in paying guests just for companionship.

She was only a broker's daughter, but she had very "forward" ways.

Newspaper heading:—"Van Dyck worth £30,000." Another dear, old Dutch.

To bet is human; finding a winner divine.

We know now why gentlemen prefer blondes. Their love affairs are lighter.

A motorist complains that petrol is too dear. The juice it is!

It's all right to say what you think, if you stop to think over what you're saying!

Women can vote in Spain now if they're 23. This complicates it for the girls passing for 18.

Auto-suggestion:—"When are we going to get a car, dear?"

Yes, wireless has added a great many words to the language. Unfortunately, they cannot be printed here.

Another infamous saying:—"This polish will make your car look like new."

There was a "double scotch" flavour about the haggis at the Volunteer Headquarters last Saturday.

Sez Hugh:—"People in glass houses should not throw parties!"

Now that General Chiang Kai-shek has thrown his customary bouquet in customary manner from his customary retreat, the customary China Peace Conference may be able to get down to its customary business which seems to be customary!

A psychologist says romantic girls are going out. Yes, every time there's a dinner dance in Hongkong.

Gardening Hint:—"The Jones' garden looks ever so much tidier than ours; doesn't it, dear?"

It's one of the paradoxes of life that the girl who looks back is generally considered forward.

A cricket captain was returned for Parliament in the recent elections. He declined to be stumped by hecklers.

These Canton peace delegates seem to have got involved in a war of words.

Like the smoke, the solution of this Kowloon nuisance seems to be up in the air.

Another infamous saying (always heard after Hallowe'en Night):—"I understood every word."

The inventor's genius still has to solve the problem of the uninvolved problem either of the night or the day.

The middle class is the one that seems to be taking care of the next meal.

The old Roman washed his hands to relieve himself of responsibility. The modern tot's horn.

A phrenologist says that the bump of liberality is on top of the head. As far as possible from the pocket.

"Soled again!" as the old boots remarked when they left the cobblers' once more.

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NONNI RIVER BATTLE.
MORE TROOPS BEING DESPATCHED.
GOLD SHIPMENT.

Tokyo, Nov. 6.
The Foreign Office appears to be confident that the situation at the Nonni River is being stabilised and asserts that the Japanese troops have no intention to advance further towards Ananchi unless unexpected developments compel them.
On the contrary it is reiterated that the troops will be withdrawn as soon as the repairs to the bridge have been completed.
Consular reports received by the Foreign Office indicate that yesterday's clash was due to a Chinese subordinate commander at Tachien which is a strategically important point within ten kilometers of the river, refusing to accept General Ma Chang-shen's orders to withdraw as the instructions were conveyed orally and not written. Consequently he opened fire when the Japanese troops advanced as a protective screen.
Renter.

More Fighting.
Tokyo, Nov. 6.
Fighting in the vicinity of Tachien, on the northern side of the Nonni River, was resumed this morning and continued till the afternoon, when Ma Chang-shen's guns were silenced and a general retreat towards Ananchi was commenced according to a press despatch just received.
Japanese Reinforcements.
Later.

According to a despatch to the War Office, General Tamon, the commander of the Japanese Second Division, has left Chanshun for the Nonni River accompanied by a detachment of reinforcements.
Renter.

Friendly Advice.
Tokyo, Nov. 6.
Advice of a friendly nature regarding the Manchurian situation is understood to be contained in a Note which the American Ambassador presented to Baron Shidehara last evening; but both Governments agreed to keep the contents of the Note secret.
Renter.

Forgery Alleged.
Tokyo, Nov. 6.
Characterising it as a "patently blatant forgery," the Foreign Office spokesman has authorised a denial of the authenticity of the memorial which the ex-Premier Tanaka is alleged to have presented to the Emperor in 1927, outlining a policy aiming at world domination, of which extracts have now appeared simultaneously in British, American and Soviet papers.
Recalling that the Chinese

THE LATE R. O. YOUNG.
FUNERAL AT HAPPY VALLEY YESTERDAY.

The funeral of the late Revenue Officer N. J. Young took place at the Protestant cemetery, Happy Valley, last evening. There was a large attendance, which included Mr. R. R. Todd (Superintendent of Imports and Exports), Mr. H. A. Taylor (Assistant Superintendent), Chief Revenue Officer Buller, and Revenue Officers Ward, Powell, Pearce, Marks, Trengrove, Warden, Dinlop, Merriman, Humphreys, Davison and O'Neill; as well as Mr. and Mrs. Jones, Mrs. H. A. Thomson, Inspector Fallon, Sergt. Kellett and others. Chinese Revenue Officers were also present.
The coffin was borne to the grave by six of deceased's colleagues, the service being performed by the Rev. N. V. Halward.

Wreaths were sent by the widow, his Sorrowing Mother, Brother and Sister, Messrs. R. R. Todd, H. A. Taylor, J. A. Fraser, W. J. Buller, Wm. Humphreys, W. Ward, M. J. Flattery, P. Grant, E. Mallet, J. Fallon, Watt Pak-u, M. Murphy and J. Fallon.

Paymaster Cmdr. and Mrs. Harold A. Thompson, Mr. and Mrs. W. G. Harrison, Mr. and Mrs. J. W. M. Brown, Mr. and Mrs. C. L. Powell, Mr. and Mrs. J. R. Jones, Mr. and Mrs. E. Bloor, Mr. and Mrs. A. W. Grimmit, Mr. and Mrs. Tuck, Mr. and Mrs. Cole and family.

European Revenue Staff, Imports and Exports Office, Chinese Revenue Officers Staff, Clerical Staff, the members of the Royal Naval Yard Police, Kowloon, Magistracy Staff, Prison Officers Mess, Victoria Gaol, Prison Officers Mess, Laichikok Prison, Spts. Mess, Central Police Station; Sergts. Mess, No. 7 Police Station; The Worshipful Master, Officers and Brethren of United Services Lodge, No. 1341 E.C., Maison de Modes de Mme D'Oby, and Messrs H. Ruttonjee and Sons.

delegates attempted to circulate copies of this "pernicious" document at the Kyoto conference of the Institute of Pacific Relations in 1929, the spokesman stated that the Government several times had requested the Chinese authorities to cease circulating it, but the Government hitherto had never troubled to issue an official denial of its authenticity, as it considered it was so self-evident a forgery.
Renter.

Gold Shipments.
San Francisco, Nov. 6.
The arrival of \$23,500,000 worth of gold from Japan is ascribed by Japanese bankers here as preparation for a possible eventualuality, arising from the Manchurian situation.
A total of \$75,000,000 worth of gold has been sent from Japan in the past month.—Renter's American Service.

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GENTLEMEN, THE TROUBLE WITH BUSINESS TODAY IS THIS—1/2 THE PEOPLE ARE NOT BUYING!
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AW, YOU'RE CRAZY, MR. NOWDY! THINGS AIN'T AS BAD AS THAT!

By Small
WELL, MESSRS THE STATEMENT I JUST MADE IS A BIT BROAD—
I'LL SAY 5/10 OF THEM THEN!

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BEGIN HERE TO-DAY
Pretty Norma Kent, 25-year-old secretary in a law office, married Mark Travers, son of a millionaire, real estate dealer, who had a fortune of \$100,000. Norma had known Mark only a few weeks, but she was a millionaire's son.
The story opens in Marlboro, middle-western metropolis. Christine Saunders, whom Norma shares an apartment, and her mother, Mrs. Saunders, are witnesses at the wedding. Before this Norma has refused to marry Bob Farrell, young lawyer of whom she is fond as a friend.
Mark sells his expensive roadster to get money for the honeymoon. He and Norma go to fashionable Blue Springs, where the young man takes delight in surrounding his wife with expensive luxuries. He introduces her to Hollis Stone, an old friend, and it is here that the girl's discomposure begins. She has known Stone before. For some reason she also feels him. One night, Mark and Norma are alone. She does not return until 3 a.m. He admits he has lost all his money. The young couple face the problem of getting money together to pay their hotel bill and buy railroad tickets. Mark writes her mother but when the answer comes it is a curt refusal. From Blue Springs the young couple next morning for Marlboro. There Norma meets on a evening at the expensive Hotel Marlboro. He spends more time with his wealthy friends than he does hunting a job. One evening he and Norma meet Natalie Price, a debutante who before Mark's marriage tried to inveigle him into a pre-arranged marriage.

CHAPTER XXI

There was nothing for Norma Travers to do but watch the tab-
leau. Mark was smiling broadly. He had swung around and caught Natalie's hand.

"Hello, Nat. Say—it's good to see you!"
"Thanks. Handsome. You wouldn't mind me, would you? When'd you get in town? Oh—and how you've been missed, darling! The place hasn't been the same. What are you doing to-night?"

"Why—nothing much." Mark turned toward Norma. "Want you to know Nat Price, Norma," he said. "One of my best friends. Natalie, this is Mrs. Travers."
Quick, flashing looks of appraisal on the part of both girls. Almost in one voice they chorused, "How'd you do." Norma's greeting was low pitched, a little uneasy. Natalie's was an indifferent drawl.

"You two will be great friends," Mark prophesied with a man's blind confidence. Any observer of their own sex would have said the young women all but bristled antagonism. There was such veiled aloofness in the droop of Natalie Price's mascaraed eyelids. Such a comment in Norma's politely artificial smile.

"So nice to meet you, Mrs. Travers." Natalie's words were apparently harmless as the Angora's claws. Covered by silky fur, how those claws can slash and tear in action!

"I'm glad to know my husband's friends." The faintest trace of proprietary emphasis on that word, "husband," as Norma said it. "Well, this is great, running into you this way, Nat." Mark went on. "We've been at Blue Springs, you know. Just back a few days ago. Saw Tempy this afternoon at the club."

A lank youth in top hat and overcoat approached. Beneath the hat hair that was extraordinarily red was visible. The young man came forward in swinging strides. "Hello, Travers!" he exclaimed. "Didn't know you were in town. Well, how's the merry bridegroom? Say, boy, you pulled a fast one—embarking on news of matrimony and all that without anyone guess-

ing what you were up to! Oh—and is this the bride?"

The stranger beamed at Norma. "You're right, Red. Guess I picked myself a winner, huh? Norma, this is Huntley Porter, otherwise known as Red—for reasons you will scarcely be able to guess. Red warbles the most obnoxious tenor and is the best amateur boxer in Marlboro."

"Do—lighted, Mrs. Travers!" There was boyish sincerity in Red Porter's admiring eyes. Norma warmed to this rather eccentric looking youth.

"Well—I!" It was Natalie who cut in impatiently. "Well, what are we standing here for? Red and I are on our way to Monty's. Why don't you join us? Jane and I'm sorry will be there. Monty's picked up a Cuban who does the rumba d'viny. She talks about going into vaudeville with him. Yes, really! Why don't you and—Mrs. Travers come along?"

"Shall we, Norma?" He wanted to go. Norma caught the eagerness in Mark's voice, the quick way he turned to her. "You go if you want to," she told him. "I think I'd better go back to the hotel. My head's aching and I'm afraid I wouldn't be much good at a party."

"Whv, sweet! I didn't know you weren't feeling well. Of course I won't leave you. Sorry," he addressed the others now. "We'll have to postpone participation in the festivities. Give Monty my love, will you, Nat? Tell her another time we'll drop around—"

The farewells were over quickly. Natalie murmured icy, polite phrases, caught Porter's arm and whirled away. As she turned Norma was positive she noted an interchange of glances between Natalie and Mark. Heard Nat Price murmur something about "take your little headache home."

"I hate to have you miss seeing your friends because of me," Norma was looking up into Mark's eyes. She spoke the words sincerely.

"Oh, that—I say, I can see that any time. Why didn't you tell me your head ached, Baby? Look, there's a drug store on the corner. Maybe if you'd take a medicine you'd feel better."

She let him take her into the drug store. The boy at the soda fountain mixed and presented the dose in a tall glass. Norma swallowed the unpleasant mixture bravely.

"You'll feel better now," Mark assured her. "We'll go back to the hotel and you can lie down a while." They went out on the street. It was after 8:30 and traffic on Centre street, Marlboro's chief thoroughfare, was at its height. Most of the throng were heading for the theatres and picture palaces.

Norma stood still, clinging to Mark's arm, and breathed deeply of the fresh October air. Another week and October would be gone. The night was a cloudless one with a cool breeze that was not chilling. "Do you know what I'd like to do?" she asked. "I'd like to walk. It's such a perfect night and I think the air would be good for my head."

Well, then, we'll walk. For a block they drifted with the

crowd. At the intersection they crossed and turned to the right. The street ahead of them was brightly lighted but outside the rounds of the pleasure seekers. Tall office buildings, strongholds of commerce, rose on either side. Not half a dozen pedestrians were in sight.

Norma and Mark walked slowly, saying little. He was holding her arm, keeping her close to him. They came to Broad street. Half a block away was the Liberty building, where Brooks, Welliver and Brooks had their law offices. How many weary hours Norma had spent there!

She was not thinking of the law office as she stopped suddenly. "It was right here, Mark," she exclaimed. "Right here in front of the flower store. Do you remember?"

"Sure I do. You mean the night I dragged that pup out of the street, don't you? The first time I ever saw you? Say—and were you high-hat! Wouldn't give me a tumble. Wouldn't tell me your name."

The street light across the corner was old and dim. Only the palest glow of yellow fell across the girl's face as she raised happy eyes.

"But you found out, darling! Oh, Mark, that all happened only six weeks ago. Doesn't it—doesn't it sort of make you tremble to think how much can happen in such a little time?"

"Funny all right. Say—if anyone told me six weeks ago that I'd be married tonight I'd never in the world have believed them. But that was before I met you, Baby!"

"Not—sorry, are you, Mark?" "Well, what do you think?" They went on again. Three-quarters of an hour later they were back in the hotel room. Norma slipped off her hat and hung away her coat.

Mark had thrown himself into the big chair. He was scowling at the floor. As the girl turned he said, "Norma—I think maybe you were right when you said we shouldn't come to this place. I think maybe we ought to move."

"Oh, I'm glad! I've been so anxious to get into a place of our own, don't. An apartment where I can cook and keep house. It would be so much more fun!"

"Yeah—and lots cheaper! I guess you think I'm the world's prize dub, Norma. Maybe I am. Only don't think I'm not trying to find a job. I've tried a dozen places. Trouble is people start kidding whenever they see me. They don't think I'm really serious about going to work. It isn't that I hate to ask friends for favours. I got over that long ago. If we move the money we have will last longer."

Norma flung her arms about his neck. "We will move," she declared. "I'll start tomorrow morning hunting for a place. And you're going to find work soon, too, dear."

Norma's quest for an apartment was more successful than Mark's search for work. Within two days she had located a "three-in-one" furnished flat—a diminutive arrangement of living room, dressing room, kitchen and bath. It was in the neighborhood where she and Chris had lived. In a nicer building with more air and sunlight. The rent was five dollars higher.

Mark stormed a bit at transferring to such an untasteful neighbourhood, but he discovered (Continued on Page 11.)

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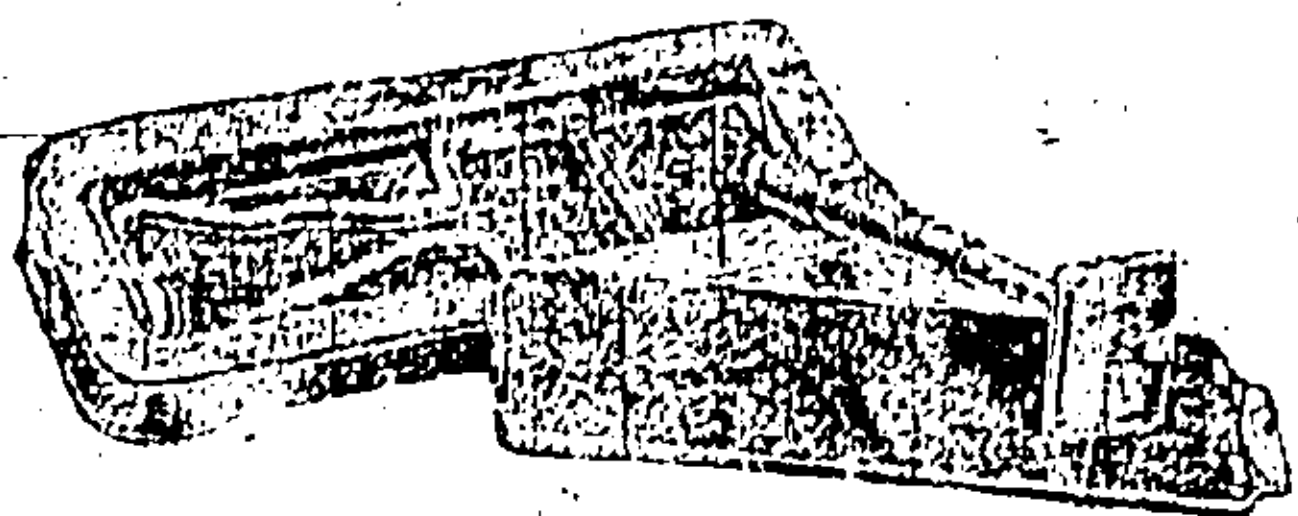
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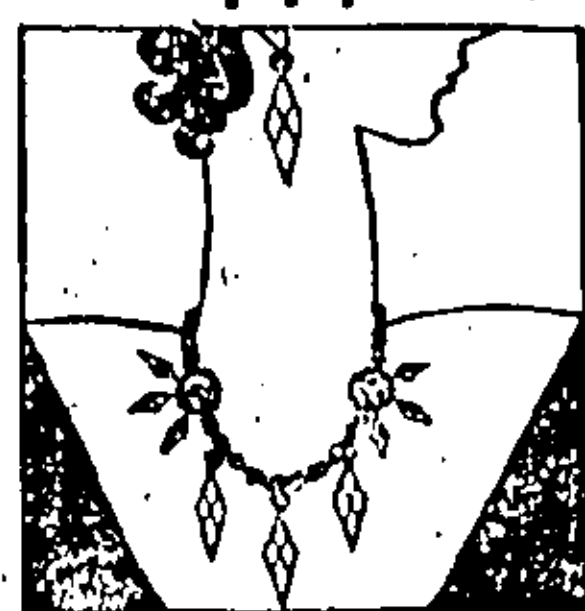
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The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
Stubbs Road Happy Valley

The
Hongkong Telegraph.

SATURDAY, NOVEMBER 7, 1931.

OUR CENSUS.

Packed full of facts and figures, with illuminating comments on all aspects of the Colony's life, the Census Report is a monumental work which reflects the highest credit on Mr. Carrle, who has obviously been at great pains to give a true picture of the actual position. From uninspiring tabular details, he has compiled a book of intense human interest, touching almost every sphere of activity. Thoroughly as he has gone into the matter, however, the statistics given could easily provide material for anyone having the time and inclination to deduce further facts. There is, indeed, a wide field of exploration and deduction opened up by the almost endless list of tables which the volume contains. Sociologically and in other ways, there is a wealth of hidden information in the report.

Those who had expected the returns to disclose a population of a million will be disappointed in the total of less than 850,000. This myth of a million population has long prevailed. As is disclosed in the report, it was widely held several years ago, but the basis of calculation in former years is shown to have left much to be desired. The error is explained by wide generalisation from particular and peculiar districts. Undoubtedly one of the most striking aspects of the census figures is the evidence supplied of a very definite transfer of population from Hongkong to the mainland. This is welcomed, as it should be, for only by this means will the chronic overcrowding in the island city eventually be relieved. The density of population is most marked in certain of the city areas, a circumstance which obviously militates against public health. It is encouraging, however, to notice that even now there are new localities being opened up on the island. In this connection, the value of the Praya East reclamation is attested by the fact that already there are over eight thousand people housed on this area which was formerly covered by the waters of the harbour. Kowloon's growth is amazing. An increase of over 118 per cent. in a decade is some indication of the development across the harbour. There are huge new districts being opened up there, so

much so that anyone paying a visit to certain outlying parts after an absence of only a few months finds whole areas undergoing tremendous development. There are, in effect, big new towns being created. Some idea of Kowloon's progress may be gathered from the fact that whereas the population in 1911 was only 68,000, it had grown to 129,000 in 1921, whilst now it is about 260,000. As the census report states, Kowloon is now equal in size to such home towns as Portsmouth and Nottingham.

Speaking generally, the whole report reflects the steady growth of the Colony with obvious signs of improvement and expansion on all hands. It encourages and justifies those who have consistently held that the Colony has a great future. So far from its having reached its heyday, there is evidence that its real development has only just commenced. The tendency towards the growth of family life, indicated in the great alteration in the sex constitution of the Colony is a healthy sign also. More and more people are making Hongkong their home. Thus by degrees a better civic spirit is being created. Steady progress is clearly revealed in the pages which tell the story of the enumeration of the Colony's population.

The New Cabinet.

If Mr. Ramsay MacDonald's new Cabinet team is as willing as it is able, the lessons of the last few years will not have been in vain. A combination on a much broader basis than the emergency Cabinet of Ten and of a decidedly less temporary character, it bears all the signs of a genuine communion of interests for the thorough restoration of Britain's economic power and for the better organisation of the Empire. For the nonce, at any rate, the Prime Minister may consider himself the acclaimed leader of a new National Party, irrespective of its ingredients, backed by a decisive majority of the whole nation. Ancient party traditions are cast aside in forced recognition of the fact that the country is in dire need, in the throes of its worst crisis in history. The Prime Minister finds himself with a free mandate to act as circumstances dictate without hesitation and supported by a Cabinet composed of eleven Conservatives, five outstanding Liberals, and three companion National Socialists. A powerful array of talent, the Cabinet contains some conspicuously youthful blood, including Sir Archibald Sinclair (41), Sir Philip Cunliffe-Lister (47), Mr. W. G. A. Ormsby-Gore (46). It is a combination which should do much to restore Britain's faith and confidence, faith in our genius for governing wisely, faith in our administrative ability and confidence in our future. Tariffs seem inevitable, but Mr. MacDonald is not likely to be rushed into reckless experiments. Mr. Walter Runciman's presence at the Board of Trade sufficiently guarantees the closest scrutiny of every proposal for fiscal change.

PROTECTING THE REVENUE.

NEW POWERS UNDER ORDINANCE.

The Gazette contains the draft of an Ordinance to amend the Public Revenue Protection Ordinance, 1927.

Section 2 of this Ordinance inserts in the principal Ordinance a new section based on section 15 (1) of the Finance Act, (No 2) 1915, as amended by the Finance Act, 1919; but the duration of the order is put at four months instead of three to conform with the provisions of section 4 (2) (d) of the principal Ordinance.

The new section is as follows:— "The Governor may at any time by order authorise the Superintendent of Imports and Exports, during any period named in the order not exceeding four months, to refuse to allow the delivery of dutiable goods or commodities for local use from ship side or warehouse on payment of duty in any cases where deliveries are demanded of amounts exceeding the deliveries which appear to the Superintendent to be reasonable deliveries in the circumstances."

DAY BY DAY

SUSPICIONS AMONG THOUGHTS ARE LIKE BATS AMONGST BIRDS—THEY EVER FLY TO TWILIGHT; THEY ARE TO BE REPRESENTED, OR, AT LEAST, WELL GUARDED, FOR THEY CLOUD THE MIND.—Bacon.

The next Cheong Club dance in the City Hall will be held on Monday, November 16, at 8.30 p.m.

His Excellency the Governor has appointed Mr. Chu King-yung to be a Public Vaccinator, vice Mr. Wong Hong deceased.

Chu Wan, a coal cooler, was injured yesterday through a fall from a stage at the N.Y.K. coalyard. He was not detained in hospital, the injuries being of a minor nature.

It is notified that at the expiration of three months the Tung Lok Theatre Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The King's Theatre is having a complete change of programme to-day, both pictures and revue. The Theatre has been crowded all the week, and there is every prospect of big houses to-day. Ordinary prices are being charged for this doubly attractive programme.

His Excellency the Governor has nominated the following as Members of the Court of the University of Hongkong for a further period of three years, with effect from the 26th October, 1931:—Mr. Daniel John Lewis, Mr. Sum Pak-ming and Mr. Wong Tak-kwong.

The police are offering a reward of \$100 for information leading to the capture and conviction of the thief or thieves responsible for the cutting away of a large quantity of copper conductor wire, the property of the China Light and Power Company, between posts Nos. 5, 6, and 7, situated near the Pineapple and Lead Mine Passes in the Tsun Wan district.

A letter purporting to be a request from a client for a loan of \$1,497 was honoured at the Wing Wo Street on October 23. Subsequently it was ascertained that the letter was a forgery, and the man who brought it, and who received the money, is now being searched for by the police, consequent on a complaint laid with them yesterday by Ng Shan-ye, manager of the firm.

CORRESPONDENCE.

Economic Policy.

[To the Editor, Hongkong Telegraph.]

Sir,—Your recent article by Lord Rothermere on German opinion of our present economic position is, to my mind, the sanest analysis we have had since news came through that we were off gold. Some time ago I suggested that England's only hope of economic recovery lay in the reduction of the internal war debt, and now that we have been forced to abandon the position for which we crippled industry to attain by post-war deflation, I see no reason why we should not proceed to lift the burden by carefully-controlled inflation. This could be effected by the issue of Treasury notes which would be put into circulation by Government purchase of war loan. —Yours, etc., UNLOOKER.



"You'da laughed, Sgt.—There I was shouting at him and he just sat dumb and couldn't think of anything to call me."

How to Spend Wisely?

By JOHN PRIOLEAU.

"No man knows anything about practical economy—unless he is a miser," said my hostess last week-end, "and then it were better he died."

She then asked me, acutely, when I proposed to lay up my car for a quarter or two, give up smoking and pay my tailor.

"Bachelors are a peril to the State," she added. "They are the symbol of waste."

"Spend wisely," said the Prime Minister, about a week before, "Practise rigid economy," chimed in the Chancellor of the Exchequer—at least in intention, if not in those exact words. I have heard this said so often since the Gold Standard affair that it has come to mean even less than "spend wisely"—and I have given up trying to find a logician or a grammarian who will translate those two words for me into practical sense.

I am, unfortunately, a tax-paying bachelor, and as such I am quite certain that I have everything to learn from an English housewife and a Socialist Premier, and I have honestly tried to understand their point of view and to apply their high principles to my wasting establishment.

My Car.

I find it very difficult. I can, of course, lay up my car for an indefinite period. I don't suppose I can sell it, however, bearing in mind the need for wise economy. It isn't new, by any means, and I have yet to learn that a week before the Motor Show is the best time of year for selling second-hand cars, no matter whether they are the world's absolute best or not—as mine is, of course.

If I sell it I not only voluntarily murder my best friend, but I arrange for another fresher of extravagance if and when the time comes when I must, for my work's sake, buy another.

If I lay it up, a certain number of dealers in oil, petrol and tyres will lose money and a few railway companies and bus-companies will increase their credit by a few shillings. Wise economy? It may be. How can I tell?

My Tobacco and Golf.

I can give up smoking, especially imported tobacco. I shan't like it, but I can do it. By so many of my modest packets of twenty will a vast concern with heaven knows how many millions of British capital invested by British shareholders, be down on the deal. I can stop playing golf, I have long stopped having holidays and going to theatres. I haven't asked my friends to dine with me at pleasant restaurants for so long that I have forgotten the sensation. I haven't had a new suit for two years. Is that rigid economy? It is very disagreeable, so I expect it is. In an infinitesimal degree it must also be disagreeable for those who have invested their money in golf-courses, club and ball shops, hotels in places where exhausted newspaper men go to try to forget that Caxton ever lived, theatres, taverns and clothes. Cuddies and waiters cannot love me as they did.

I do not know how many bachelors there are in this suffering country, but if they all do what my severe hostess tells me to do and

save their meagre notes, we shall be widely disliked.

I have tried, always from the bachelor point of view, to— heaven help me, and overlook the shattered infinitive—spend wisely. Rather, I have laid numbers of plans for doing it. I find this so difficult that up to the present I have spent nothing.

How can I think for a moment that it will help the nation if I riot my poor substance on that week's holiday between forest and sea that I have tried to have for seven lean years instead of leaving the money to dilute my overdraft? Absurd. This is no time for a week by the sea or anywhere else.

If I could draw out a handful of gold from the Bank of England I could, of course, put it back again, via the Exchequer. That would be patriotic. Would it be wise? I am not a wit.

I can and do cut down practically all the small spendings that gild the duller hours of life. I do not find that I am appreciably better off, that I feel more cheerful or that anybody on earth is a penny the better except my banker—and I really have no time to think of his troubles just now.

How please, Mrs. Hostess and Mr. MacDonald, can I spend wisely? I am too anxious to please.

I do want several new things for my car, dull things like new tyres and a new battery and a new hood-covering. I hear that I must make the old ones do until times are as good as they were. But when times were as good as they were they were the people who sold tyres and batteries and hood-coverings were much better off than they are to-day.

Daily Less and Less Sure.

Is it rigid economy, from a National sense, to go without now? Why was it, presumably, wise spending then and the reverse now?

I want other things for my car, things that would give me, I hope, innocuous pleasure, but that are not necessary. It appears that buying these would be wasting money and therefore unwise spending.

I agree that I could spend the money on things that would be of more practical use to me and that in that sense the money would be at any rate partially wasted. But would the people who sold them to me think it wasted? Perhaps they would think it wisely spent. There must always be two opinions about most things—or so I thought, at least, until I listened to Mr. Snowden and Mr. MacDonald. Since that exciting moment I grow daily less sure that I know what I think about anything.

Confused thinking, confused conclusions. And why bachelors? Or misers? It would be too easy to quote "Riceyman Steps" to my austere hostess, Mr. Earlford was a miser, both as a bachelor and a married man. He economised rigidly and died of it, a hideous nuisance to everybody.

Washing Books & Cheque Books. Do bachelors habitually live lives of reckless extravagance? I know one who never checks his washing-book, chiefly because if he discovered the evidence of robbery he would never have the courage to mention it. Do bachelors never fill in the cheque-stubs, never look at their pass-books until it is too late? Are their houses never in any sort of order?

Certainly they would be better dead than misers. Perhaps the lady meant that misers' ideas of economy are even worse than bachelors'. And she was so terribly in earnest. So must the Prime Minister have been.

Let me try just once more to pierce the darkness. If, when the necessities of life, present and future are paid for, you have left over a sum of idle money, what are you to do with it? Hoard it? Not with the Prime Minister's consent. Spend it? Yes? On what?

My dear hostess, my respected Prime Minister and my feared Chancellor, when I have such a sum of money I shall do as I please with it, in that way at least one person will be satisfied.

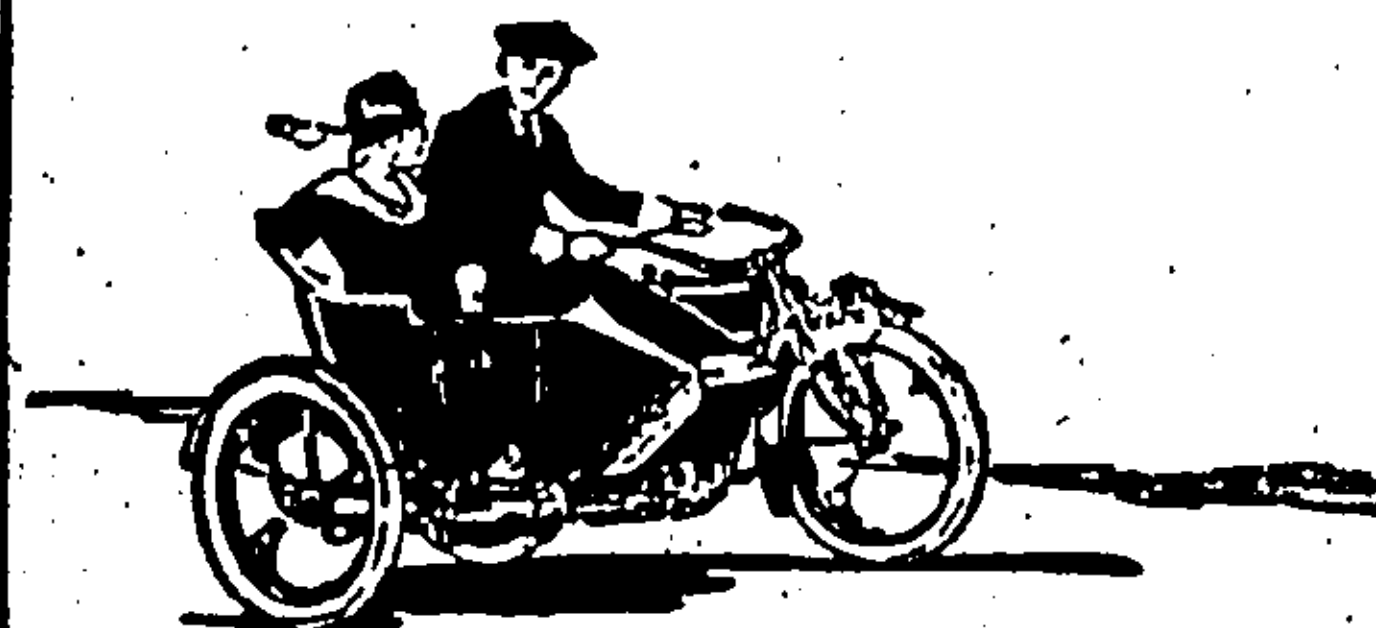
PHIPPS Finds

LAUGHS FULL OF VITAMINS.

"Ha! Ha! Ha! Shake well three times a day." That is the prescription a Darbyshire vicar has made up for his parishioners' welfare. The vicar quotes a medical authority for saying that minimum of three laughs in twenty-four hours is essential to the correct functioning of the lungs and to the well-being of the whole body. All the vitamins in the alphabet, says the vicar, won't do you as much good as a concentrated gargle with clean fun.

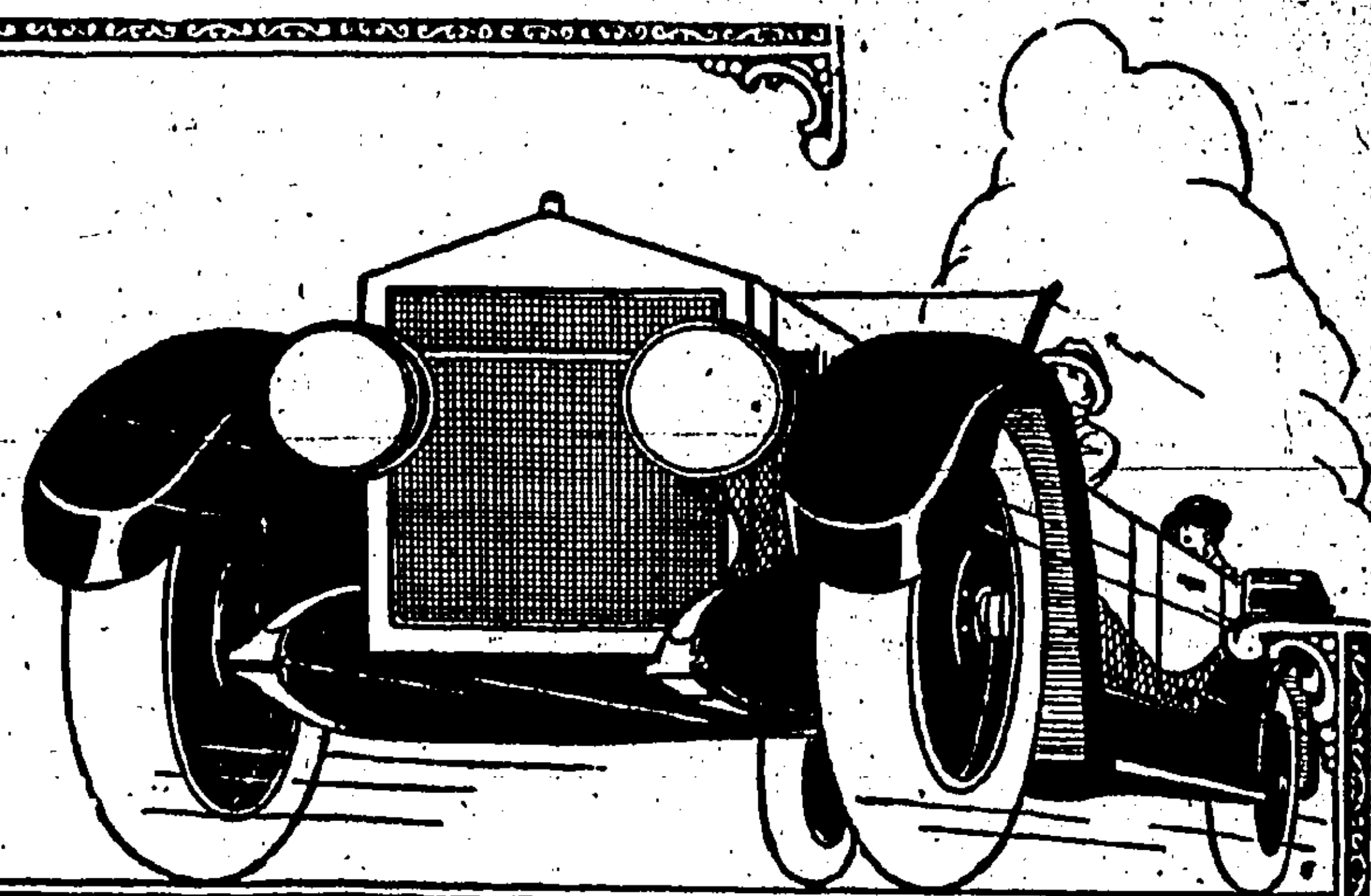
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MOTORING SUPPLEMENT

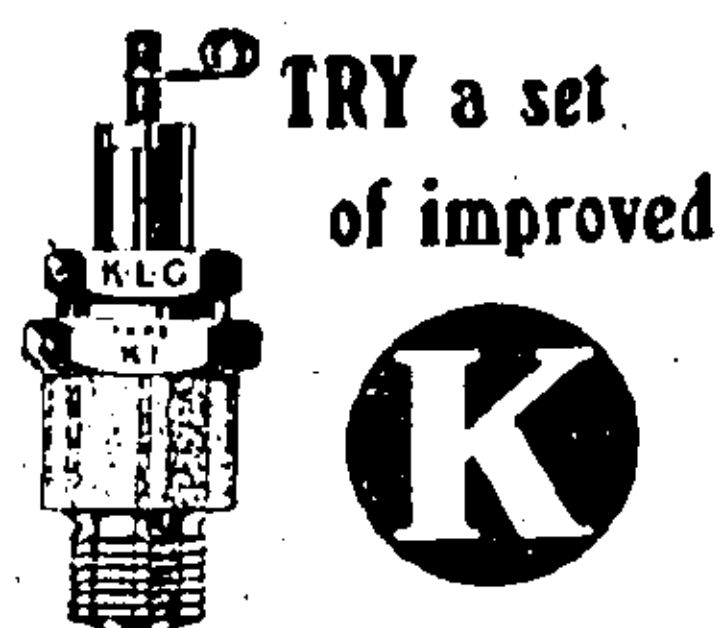


OF
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C/o "Hongkong Telegraph"

SPEED KINGS.

Kaye Don & Gar Wood
to Meet Again.

MAY BE IN ENGLAND.

"Any time, anywhere," said Kaye Don when he was informed of Gar Wood's willingness to meet him in a motor-boat race in England.

Kaye Don was feted by the City of Hamilton, Ontario, in mail week. Amid scenes reminiscent of last year's Empire Games, he was given a civic reception, and the Mayor afterwards presented him with a golden key of the city.

"I will gladly race against Kaye, Don in England or Ireland," said Gar Wood on his arrival in New York. "Improvements I am making to Miss America IX will, I think, make her the fastest boat in the world, and I am also planning a new boat which I shall build shortly."

Thus it is probable that the two great speed-boat aces may race on Lough Neagh, in Ireland, where Don made his first record with Miss England II.

Gar Wood is still anxious to dispel the idea that he has admitted to triking Kaye Don to beat the gun and so disqualify himself and lose the trophy.

"I was not mis-quoted," said Gar Wood, "but my explanation was misunderstood."

An anonymous Detroit sportsman has offered Kaye Don \$20,000 for the purpose of building a new speed-boat for the 1932 Harmsworth Trophy.

This sporting offer has been made in the event of Lord Wakefield deciding not to enter another boat next year. Kaye Don will not have to avail himself of this munificent gift, as Lord Wakefield has every intention of building a boat for next year's contest.

STEAM POWER.

For Future Giant
Planes.

SAFETY FACTOR.

(By Israel Klein.)

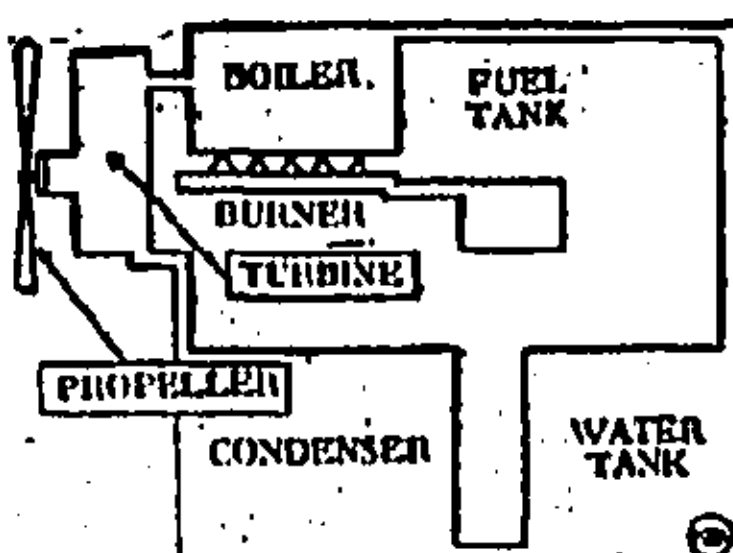
[The principle of the steam power plant is shown by this simple diagram. In the case of the aeroplane a turbine would be used, instead of an engine, to rotate the propeller.]

Cleveland, Sept. 23.—Steam, discarded as a source of power by the automobile industry and giving way to electricity on many railroad lines, may soon find its haven in the aeroplane.

Engineers of the Great Lakes Aircraft Corporation are working on plans for a steam power plant of unusual design that would enable the construction of transport and military planes of much greater size capacity and speed than has ever been projected.

The steam power plant for aeroplanes is nothing new. Hiram Maxim used one in a plane model he built in 1893 and Prof. Samuel P. Langley used a steam engine in the plane he flew three years later.

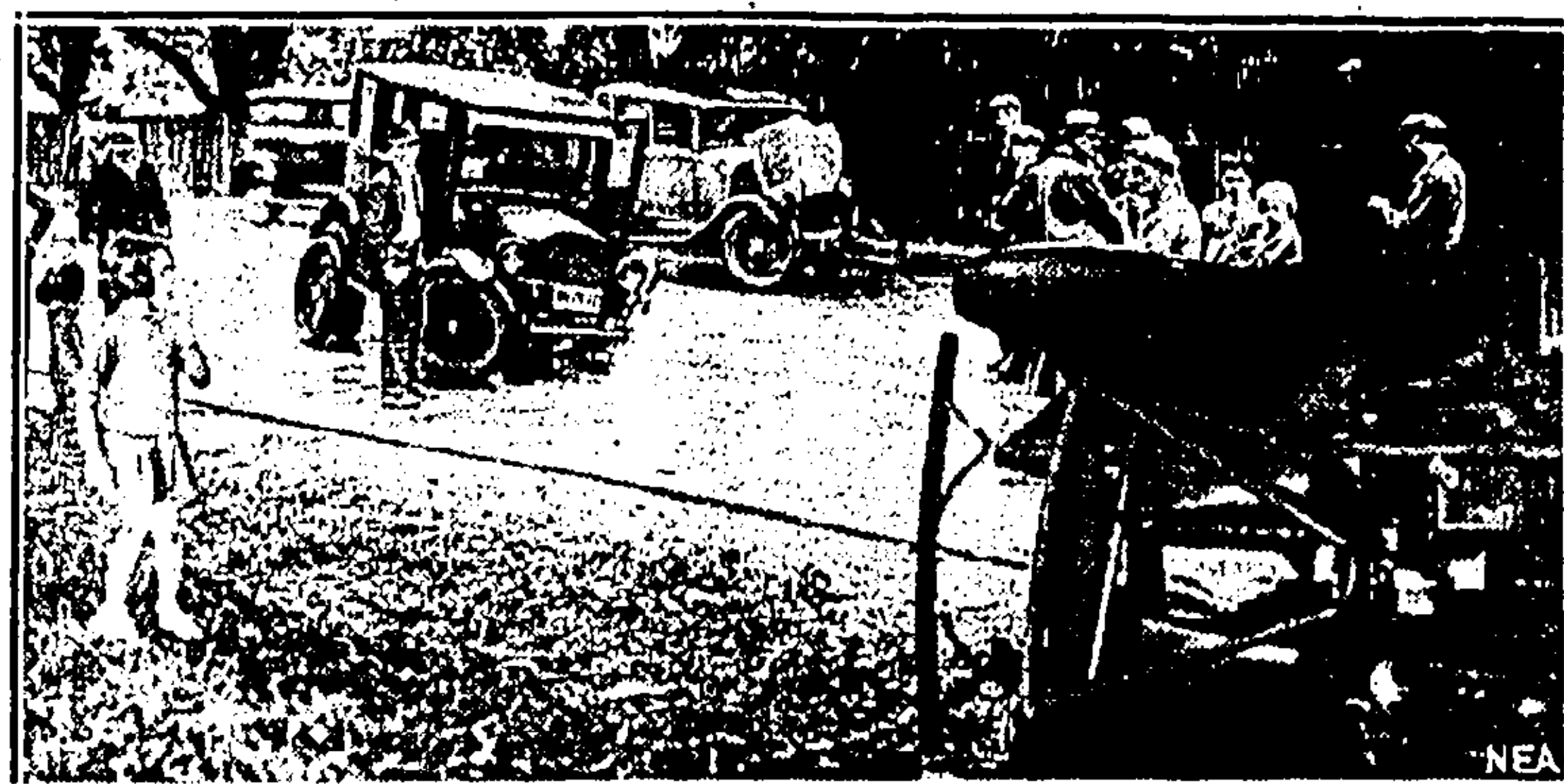
But the type of steam engine the Great Lakes engineers have in mind, and which they are now building for exhaustive tests, is said to be of quite a revolutionary



character. Greatest promise for it is its proof against serious boiler trouble, since this element will consist of a number of small tubes.

Possibility of building a steam engine for aeroplanes arose from the development of light but strong alloy and rustless steels,

ACCIDENTS WILL HAPPEN—TWICE IN SAME PLACE.



Accidents must be contagious. When a motor truck skidded on a highway near Westbury, Long Island, and overturned, as seen at the right, that should by rights have been the end of the day's casualties. But the accident so distracted the attention of the drivers of two other cars that they crashed into each other, with the results pictured above. No one was seriously hurt.

THE 1932 MOTOR- CYCLES.

It seems certain that the Motor-Cycle Show will contain quite a number of new 150 c.c. models, which will, of course, come within the 15s. tax class. Some of these will have four-stroke engines. Experiments with such machines have been made by more than one large factory.

The makers of the J.A.P. engine, too, will be making a four-stroke 150. It is a side-valve engine with a detachable head and is a new-comer to the lengthy list of engines marketed by the Tottenham concern, which will continue in production next season with detail changes only.

A new two-stroke unit, to come within the 15s. tax class, may be expected from a Midland factory that has not hitherto undertaken the building of engines, while rumours of similar developments in other directions are rife in Coventry and Birmingham.

which were unknown only a few years ago. Thus a comparatively light plant will develop some 2,000 horsepower.

Four such engines would surpass the power of all 12 engines on the huge Do-X, for instance. The possibility of 75 and 100-passenger transports is feasible with the use of three or four of these steam engines.

The principle of steam power is simple. The plane principally consists of a small tube water boiler, a high speed turbine with reduction gears to the propeller, and a condenser. The water, drawn from a tank, is heated by a burner from a supply of crude oil. The resultant steam passes into the turbine, rotating that at a fast speed, then goes out to the condenser and back to the tank, to be used all over again.

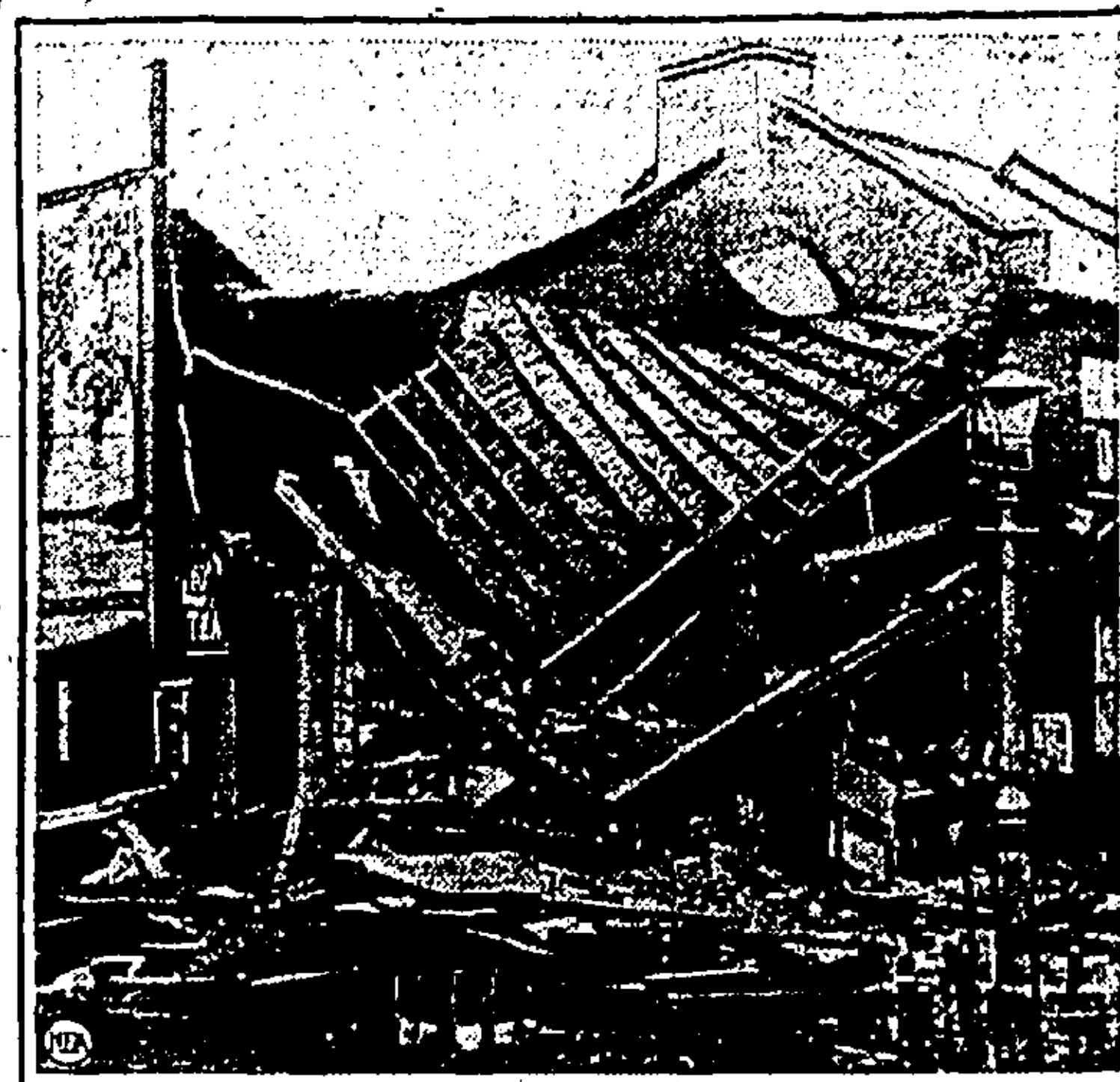
The design and arrangement of these parts are such that the engineers say they will permit streamlining effects to be built into the body of the plane, further to advance the resultant speed.

The engineers believe that this will be a very economical and efficient form of power for large transports and military planes. They add, further, that it will lead to greater safety in the air, for the reserve power contained in the steam plant will enable a pilot to cruise several miles while looking for a suitable landing place, whether he run out of fuel or any mechanical trouble arose.

The aeroplane steam plant also will be practically noiseless and vibrationless, they say, and its fewer parts will result in lower cost of maintenance. Higher flying speeds also are predicted.

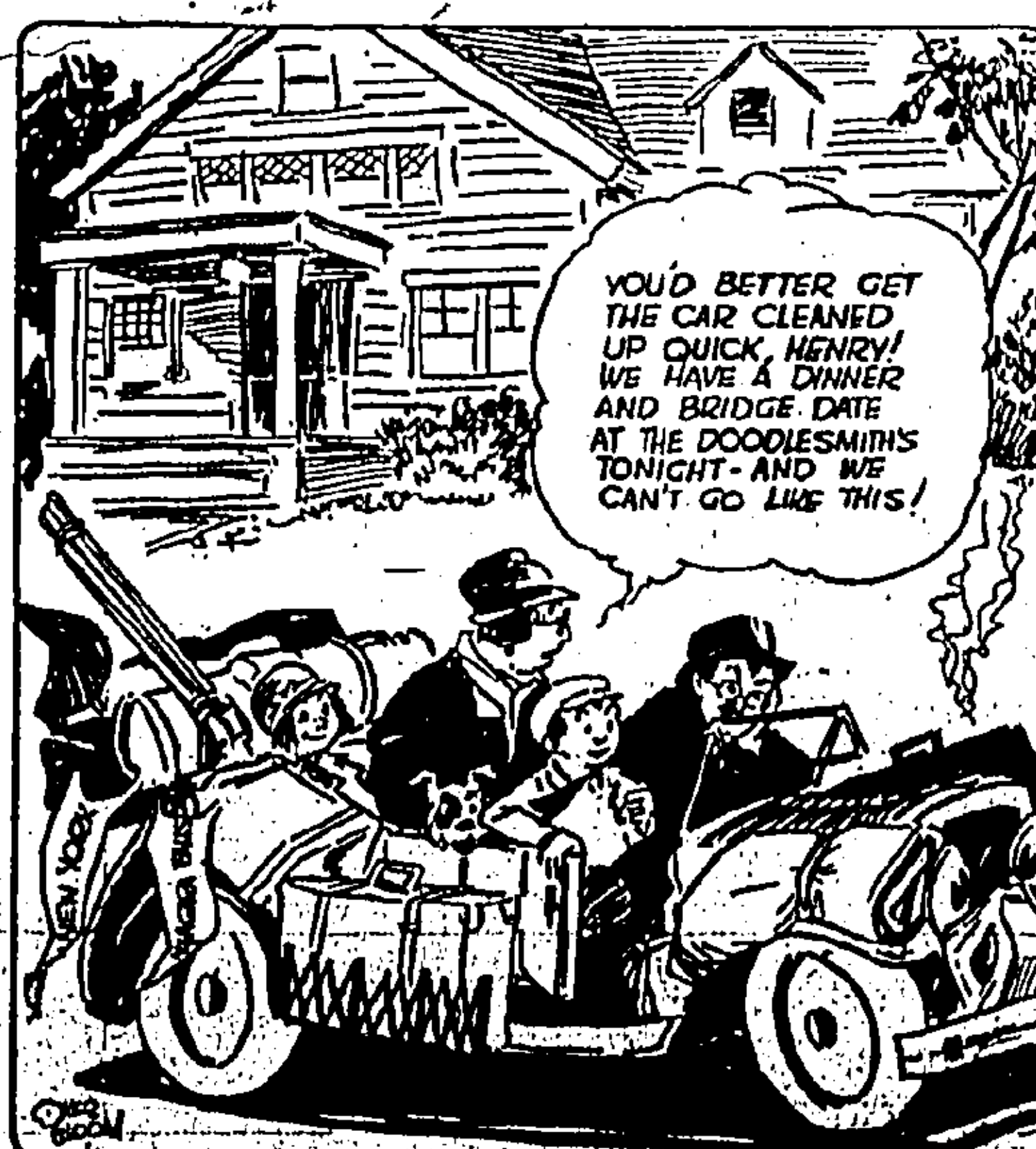
Besides, the steam plant should assure clear radio reception, because of its lack of an ignition system. And it would provide an adequate heating plant in the passenger cabin for winter flying.

"DAVID AND GOLIATH."



You wouldn't think it, would you, that a tiny midget car of popular English make could cause this wreckage? It did, in London. The car crashed into the understructure of the house, causing it to fall to the ground and partly on the car.

BACK HOME AGAIN.



DEC. 10. Ex "EMPRESS OF RUSSIA"

THE 1932 HARLEYS

WILL ARRIVE!

A NEW MOUNT FOR X'MAS.

DEMONSTRATIONS GLADLY GIVEN

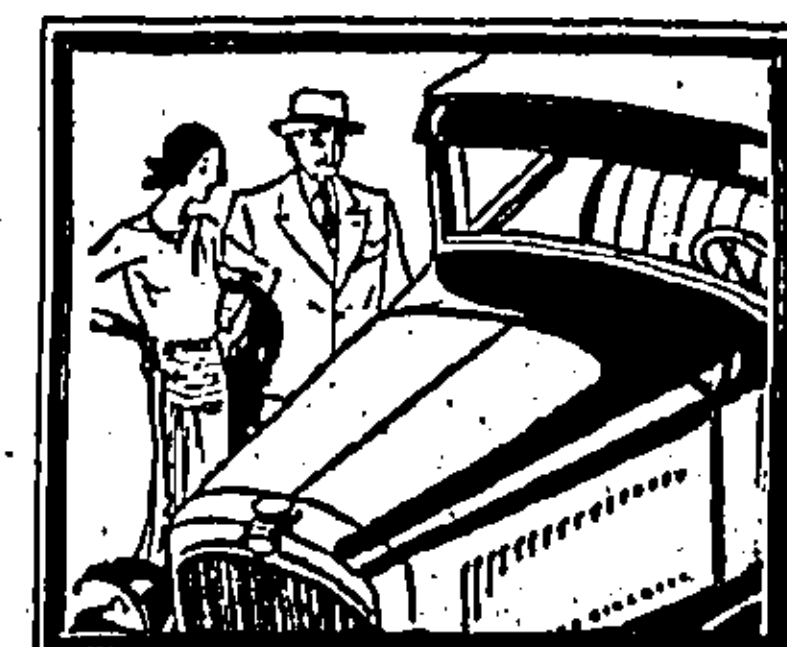
MOTOR CAR OVERHAULING

Bring your car in and we'll soon tell you what has to be done, and we'll prove by our estimate that our prices are as honest as our workmanship. Your job will be supervised by ("Gas") Gascon.

THE GASCON MOTOR CO.

2, Kwong Wah Road, Tel. 58242, Kowloon.

A NEW CAR?



Not Just the old car
SIMONIZED

It happens so often. Even though dulled and discolored, Simonis Kleenex makes cars look new again. Then Simonis gives sturdy, lasting protection which keeps the finish beautiful and makes it last longer. Make your car look like new today by Simonizing.

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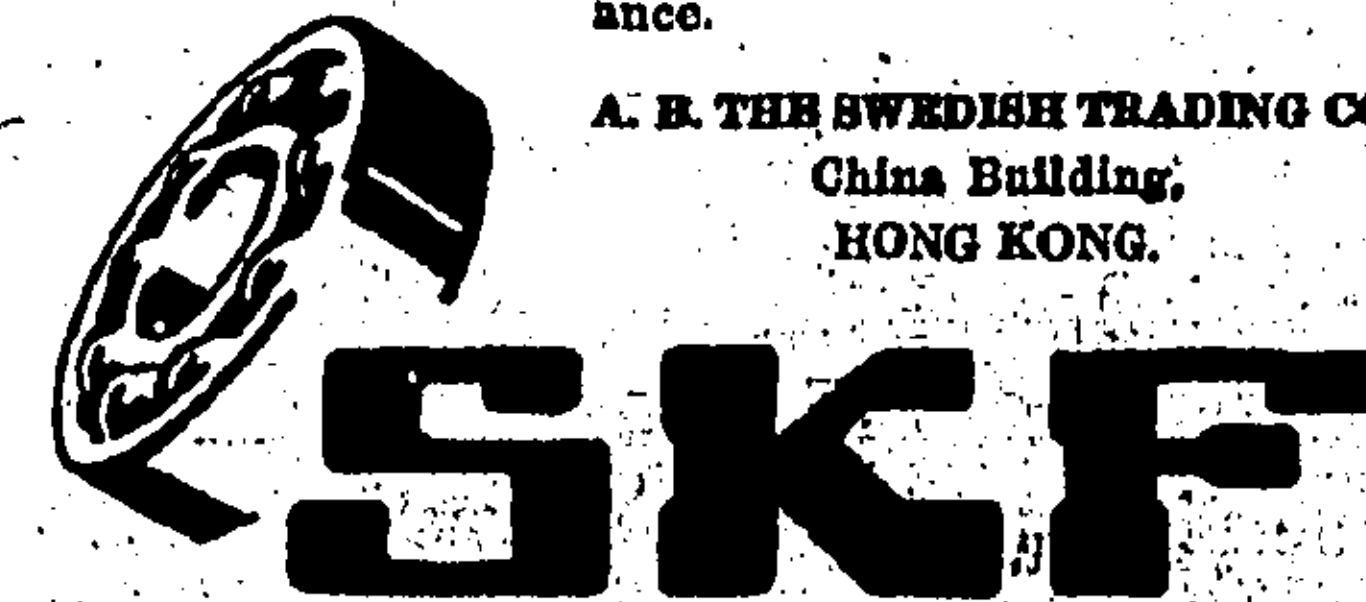
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ANOTHER RECORD FALLS.

A Chicago motorist was recently arrested for violating 15 city ordinances in three minutes. They included violating the speed limit, striking four cars, driving on wrong side of street, leaving scene of accidents, cutting in and out of traffic, failing to stop at stop streets, driving through safety zones, and others.

FUTURE ROADS.

Roads of the future may be made of melted rocks, if the process of D. Komlos, Hungarian, chemist, proves practical. Komlos says he has succeeded in melting rocks, stones and sand in a special furnace which also moulds them into proper form. The furnace took 18 years to perfect. It burns any kind of crude oil.

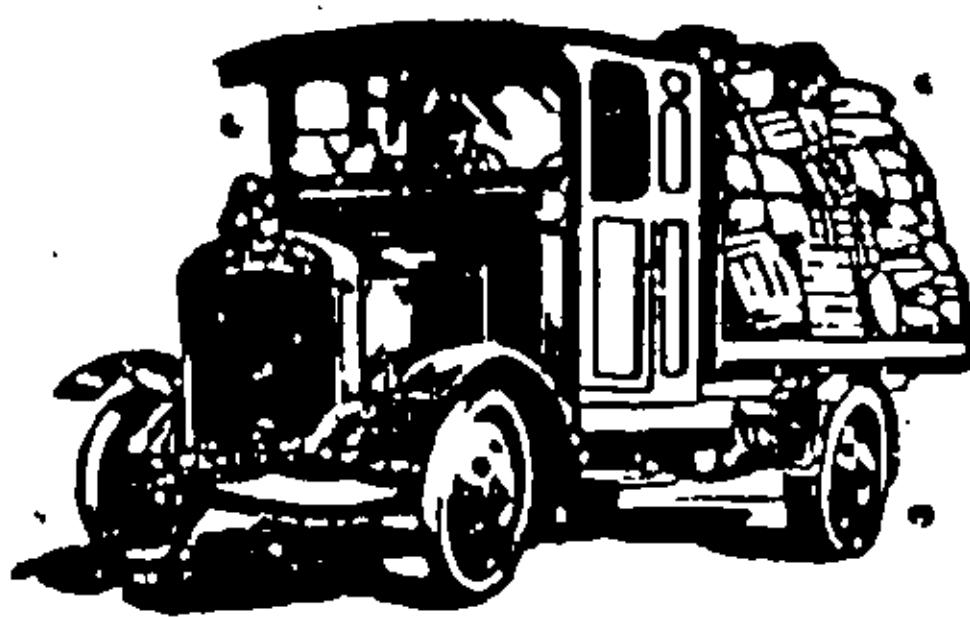
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THE COST OF SPEED.

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VARIOUS NOTES AND ITEMS.

All motorists are interested in economy measures to-day. It is not generally realised that fast runs cause more wear on brakes, more strain on the chassis, more wear of the tyres—in fact more wear of every part; in addition constant acceleration and deceleration require more petrol than keeping up an even speed. The idea of cutting down speed may be repellent to many of the more sporting of car owners, but they should appreciate that, when it comes to a long run, the man who keeps up a steady 35 m.p.h. to 40 m.p.h. without wasting time on unnecessary stops often gets to his destination just as soon as the erratic driver who, for no apparent reason, covers several miles flat out and then peters along at a comparative crawl for the next few miles, wasting a certain amount of time in addition in the form of unnecessary stops.

Another way in which many drivers make their motoring more expensive is in their treatment of a cold engine. A considerable time elapses after starting up a cold engine, even in England, before the lubrication system and cylinder walls being starved until the engine begins to warm up. It should be obvious from this that anything but the most gentle treatment during the first two or three miles is bound to cause rapid piston and cylinder wear. The golden rule is to treat a cold engine as though it were new and required running in. All these things seem unimportant in themselves, and so in fact they are, but it is attention to small details that makes all the difference in the course of a year, and the people who are not above attending to them are the people who not only get the best value for money out of their cars but get the most satisfaction as well.

Extraordinary enthusiasm was shown by the inventors of anti-dazzle appliances who took part in an R.A.C. demonstration held on Midsummer Common, Cambridge, during last week. No fewer than 85 different kinds of anti-dazzle

device were exhibited. The large majority of these appliances were of the non-manual type; that is to say, they aimed at making two head-lamp beams non-dazzling yet sufficiently effective to provide a safe driving light. Many and varied were the ways and means for bringing this about. The most practical to the lay eye, says one report, took the form of polished, curved metal shades, which fitted on the front of the headlamps and projected forwards several inches in such a way that the eyes of approaching drivers would be protected. In three or four other cases simple mechanical contrivances of this kind were in evidence; but the majority of permanently non-dazzling lamps employed elaborate optical tricks to obtain the necessary shallow flat-topped beam, the line of attack sometimes being the reflector, sometimes the front glass and sometimes the bulb.

One of the most spectacular of the ideas took the form of twin headlamp glasses separated by a small space into which coloured liquid could be introduced like the meat in a sandwich. Used for headlamp glasses, this idea enables the driver with the aid of a small pump to make his headlamps innocuous to other road users while, used for the wind-screen, it would enable him to protect himself against the glare of the lamps of other cars. Of the manual anti-dazzle devices which were on view the majority caused the headlamp beams to be dipped, and in some cases deflected to the left as well, when the driver operated a switch, the favourite plan being to use twin filament bulbs in which one filament afforded the normal driving light and the other the anti-dazzle light.

It is expected, of course, that before long there will be official control of headlamps, and draft regulations are, in fact, already in existence. The R.A.C. hoped by the demonstration at Cambridge to show the Ministry of Transport that there is a multitude of different ways and means for eliminating dazzle, and in this respect they were certainly most successful. The general impression gained was, however, that taking them all round, the various notions exhibited went to show that the anti-dazzle devices which were under the control of the driver afforded a better driving light than those which were permanently of an anti-dazzle nature.

Two Londoners have just completed, in 14 days, a 2,774-mile

Alpine tour in a two-seater Jowett without experiencing the slightest trouble. In the course of their journeyings they conquered all the principal passes of the Dolomites and reached the highest point in Europe to which a car can be taken—the summit of the famous Stelvio Pass, 9,055 ft. The Jowett slogan, "The Little Engine With a Big Pull," is amply justified by the record of this journey. The 18-mile long ascent of the Stelvio Pass was accomplished after three miles in top gear, seven miles in second and eight miles in bottom, the whole climb being completed in approximately 1½ hrs. Only one stop was made, and that of 5 min. duration, when three pints of water were put in the radiator and a quart of oil in the sump. This was the only occasion during the tour that the cooling water boiled, although the passes sealed involved a total climb of nearly 80,000 ft.

The petrol consumption, averaged over the entire tour, was at the rate of 37.7 m.p.g., and the brakes had to be adjusted only once in spite of the great amount of work they had to do on the descent of the Alpine Passes. The story of the trip defies in unmeasured terms the popular belief that British cars are unsuitable for the stiffest continental touring. The Jowett, with its 907 c.c. two-cylinder engine, is the lowest taxed car on the market, being rated at only 7 h.p. (27 tax). That it is capable of successfully accomplishing such a remarkable journey is a striking testimony to its clever design and staunch construction.

In the competition of engine design, the side-valve motor has regained the championship once more in the "Baby" Class II 750 c.c. category. It is also a British victory, as Mrs. Gwendolyn Stewart, wife of Colonel Stewart, drove the record making super-charged Austin Seven on the Montlhery track near Paris, averaging 109.13 miles an hour for five kilometres, 109.06 m.p.h. for five miles, 109.05 m.p.h. for ten kilometres, and 108.95 m.p.h. for ten miles. These speeds are the highest ever made by a car with a 750 c.c. engine and constitute new international Class II world records. The Austin Motor Co. and Mrs. Stewart are to be congratulated on putting up such a marvellous performance with so small a motor-car.

Fittings for comfort is one of the main features of the Motor

GREATER COMFORT.

Cars with Independent Wheel Springs.

OUTLOOK FOR 1932.

The motor-car with individual wheel springs, which allows each wheel to rise and fall independently when encountering uneven road surfaces, has arrived, writes a home motoring correspondent.

Two such models made their bow to the public in mail week. One is the British new B.S.A. light car of 8 h.p. with a front wheel drive and independent front springs. The other is the new French Derby car of 9 h.p. with a four-cylinder engine and a chassis incorporating a new principle of front wheel drive and independent rear springing.

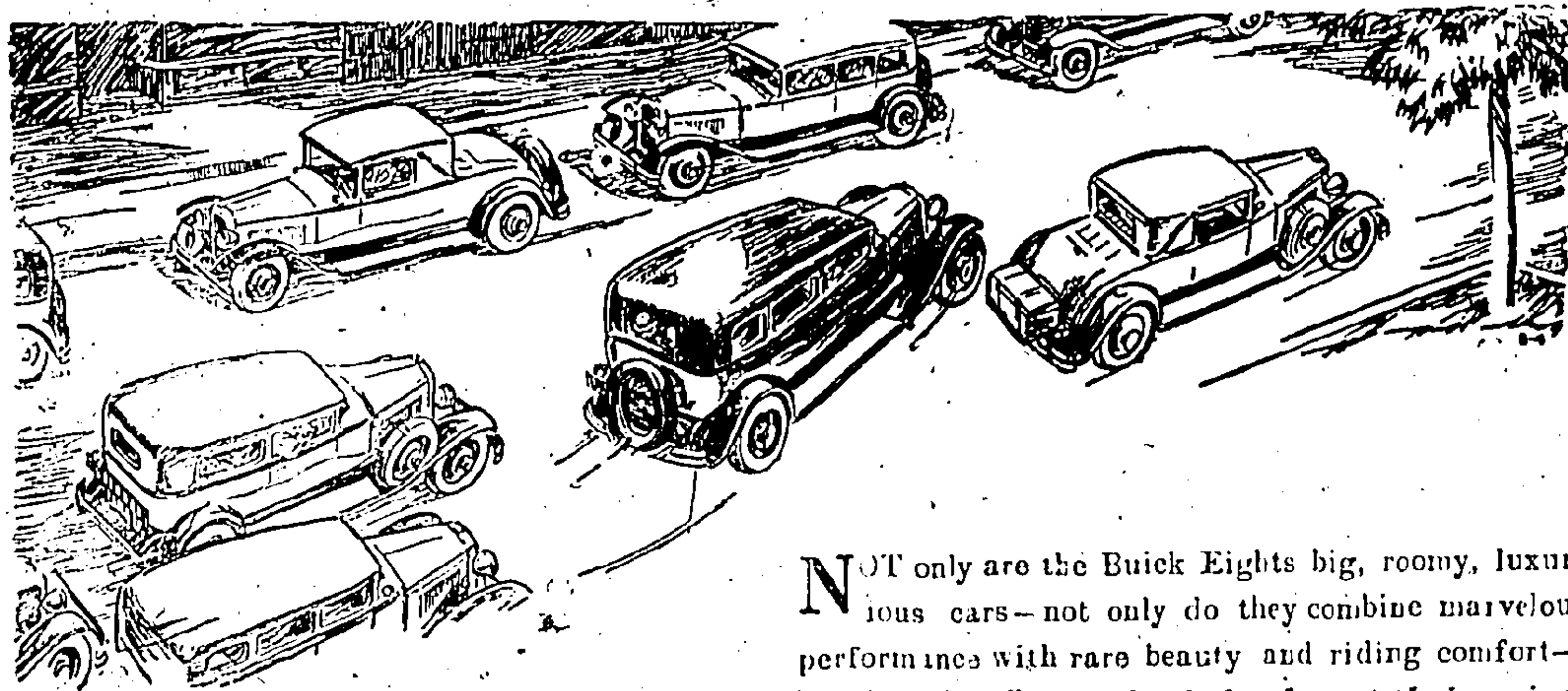
These rivals in front wheel drives and independent wheel springing were on view at the private car exhibition, which opened at Olympia on Oct. 15. They were staged in their stripped chassis form and with two-seater and saloon coachwork.

Another French car of low rating has adopted the Diesel heavy-oil using engine for its power unit. This car, Le Zebre, will be exhibited at the Paris Automobile Salon. There also will be the French edition of the Austin Seven—the Rosengart—to appear also as a small six-cylinder car of 1097 c.c. capacity, rated at 11 h.p., or 9 h.p. French rating.

Front wheel drives, independent wheel springing, and small Diesel-engined cars open up a new phase in motoring for 1932.

Show. It is gadgets that motorists have to provide on their cars which teach the motor manufacturer the standard of comfort which self-respecting owners and users expect. The latest item is the "road log." Women as well as men will insist in future years on this useful fitting being supplied in the equipment. It consists of a small metal case with a band which can clip to the rim of any steering wheel. From it one can pull out, as on a roller blind, the route card, shopping list, addresses, etc., without needing to stop to search the pockets for that necessary paper ones lose so often or mislays.

Unrivalled Value at Their Price



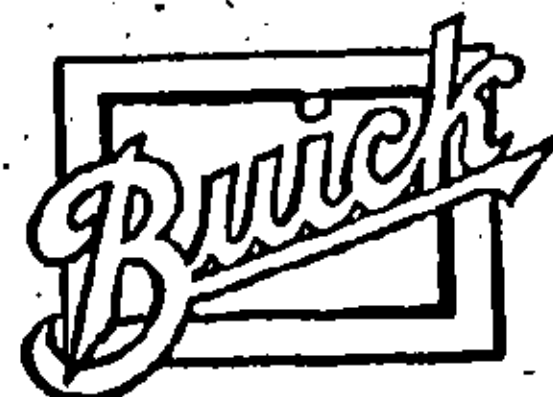
NOT only are the Buick Eights big, roomy, luxurious cars—not only do they combine marvelous performance with rare beauty and riding comfort—but they also offer *unrivalled value at their price.*

Buick's famous Valve-in-Head Straight Eight Engine performs smoothly, quietly, powerfully... and with that unfailing reliability which women, especially, so greatly admire in Buick. Then, too, there's the Synchro-Mesh Transmission. * This feature assures easy silent, non-cash gear-shifting at the touch of a finger. And Buick's smart new Bodies by Fisher are masterpieces of expert craftsmanship.

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Most brilliant on hills and in acceleration thanks to generous engine power and limited weight.

...Hydraulic brakes
...Silent third
...Speed over 62 miles per hour
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Each car equipped as follows with out extra charge—Wire wheels—two spare wheels and tyres—leather upholstery—safety glass—special lights on mudguards—stoplight, driving mirror and windscreen wiper.

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SELDOM TAKEN BY SURPRISE.

Sir Malcolm Campbell Discusses Good Drivers.

The number of pedestrians killed by motor vehicles each year is appalling.

A certain percentage of these accidents is caused through the carelessness of the pedestrian, and no skill on the part of the motor driver can avert the disaster, but on the other hand there are many cases in which, had the motorist only been fully alert and equal to the occasion, the accident might have been avoided.

The Casuals.

Often pedestrians adopt a too casual attitude when crossing the street. They rely upon the skill of the driver to avert an accident, and in time these thoughtless people are bound to pay the supreme penalty for their stupidity. But the following advice to the new driver may postpone that evil day for many a pedestrian.

Think for Him.

If you are really concentrating on the task in hand, you will spot immediately a man who is about to step off the path in front of your car, and you will instantly sound your horn, even before he has left the footway. If he continues on his way however, you will have your foot on the brake immediately, and that valuable second and his life will be saved. A good driver soon learns to know as if by instinct when anyone is about to dive off the pavement in front of his car.

I always advocate taking the risk of sounding your horn too much rather than to err in the opposite direction. Many drivers are inclined to believe that a motorist who uses his horn liberally is a nervous driver, but I thoroughly disagree with this theory.

It is surely much better to announce your approach in time. That forewarned is forearmed is an excellent proverb to remember in this instance.

Don't Just Hoot.

Of course, I do not advocate the indiscriminate use of the hooter, nor am I suggesting for one moment that the road has to be kept clear of horns, but I am at liberty to tear along the streets merely because he keeps his horn going all the time.

There is one golden rule to remember: When a pedestrian has commenced to cross the street in front of your car and is unaware of your approach, always endeavour to pass behind him and not in front of him.

In some instances it may be advisable not to sound your horn at all, because if you do he may become flustered at the last minute, lose his head, and dash back into your car.

Flustered.

Assume that someone is lost in thought and has suddenly decided to cross the road. He does this without looking to see what traffic is coming along at the time. If he sees you for the first time when he is a third of the way across the road, and if you immediately show him that you are passing behind him, well and good. He carries out his original intention. But if you falter or go in front of him, he hesitates and becomes confused. His mind may not act as quickly as yours, and a valuable second may be lost. Many accidents have been averted by a mere second.

Sandwiched.

Hundreds of accidents are caused every year by people walking out from in front of or behind a stationary tramway-car or motor-omnibus. The driver of the approaching car has not seen the danger ahead. The pedestrian suddenly appears immediately in front of his car. There is no time to pull up, and he cannot swerve, for he has the tramway-car on one side and a path full of people or approaching traffic on the other. But the good driver would have foreseen the position before it occurred.

The greatest possible caution should be adopted on these occasions. Every motorist should sound his horn loudly if he is about to pass a stationary vehicle, and have his foot ready to apply the brake at once if necessary.

Another rule which I always adopt when about to overtake a tramway-car or omnibus is this: When still ten or twenty yards from the obstruction, I always make sure that no one is walking across the road in front of the vehicle.

Beware of tramway-car and omnibus stopping places; they

constitute a great danger. The thought uppermost in the minds of everybody at these places is getting into or out of these conveyances as quickly as possible. They are oblivious of all else.

Too Sudden.

Many accidents have occurred in the following manner: A motorist is driving along the road at, say, a moderate speed of 30 miles an hour. He arrives at a cross-road, holds his right hand out, without looking into his mirror or turning round to see if other traffic is approaching, and immediately turns his car round. There is another car on his heels coming along at much greater speed, and the second driver may not be able to avert a collision.

What is Behind?

What happens if a crash occurs is this: No. 1 driver says to No. 2, "It's entirely your fault. Didn't you see me put my hand out?" The first driver seems to think that because he did give a signal he is in no way to blame for the accident that resulted entirely through his lack of thought.

No one has a right to make a manoeuvre of this kind unless he has assured himself that in so doing he is not endangering other road users. If another car is coming up behind him, and there is insufficient time to take his corner, he should wait and beckon the other fellow on.

If only every motorist would adopt the principle of give and take, and treat others as he would like to be treated himself, far fewer accidents would occur.

There is a class of driver who at times makes himself most objectionable. I am referring to the man who says to himself: "I own half of the road, and I will not give this up for any oncoming traffic. They have their side and I have mine."

Now that individual is wrong. He does not own half of the road. He is entitled merely to just that portion which will give him sufficient room to continue his journey.

His Permanent Way.

Many of us have encountered this kind of motorist. He is to be seen driving along on the crown of the road at a moderate pace, and although there may be plenty of room for three cars to pass abreast by his merely moving over a few feet to his near side, he steadfastly refuses to budge from his position.

We frequently see cars left unattended on a corner. Nothing could be worse than this, for it requires only two cars coming in opposite directions to meet at this spot and a smash is bound to occur.

If I happened to be sitting on the bench when a case of this kind was brought to court, I should exert all my influence to hang the blame on the individual who had left his car in this position.

I have even seen this offence committed at night, and, far worse, cars left on the wrong side of the road on a corner, with head lamps full on.

Pity Him.

A driver who does this sort of thing is not fit to hold a licence. I have every sympathy for the driver of the heavy lorry who has

AUSTIN DIVIDEND.

New Anti-Dazzle Appliances.

The Austin Motor Co. enjoyed such a demand for its products in the year ended June 30 that the directors are recommending a dividend at the rate of 100 per cent. upon the ordinary capital.

It is stated that sales of cars in the home market were 26 per cent. above those of the previous year. The dividend paid for the previous period was 60 per cent. actual for seven months.

The high rate of dividend is a trifle misleading, for the ordinary capital is very small in relation to total capital, being only £150,000 out of £3,650,000 of share and debenture capital. The ordinary capital was originally £500,000, but 15s. per share was written off in 1927, and the 100 per cent. dividend is equivalent to 25 per cent. on the original sum.

A LARGE ORDER.

Messrs. Crosse & Blackwell, Ltd., the well-known preserved provision manufacturers, have recently been supplied with the following fleet of cars for use of their representatives:—55 Morris Minor Saloons, 2 Morris Minor Two-seaters, 1 Morris-Cowley Two-seater, 1 Morris-Cowley Saloon.

to sit at the wheel for a long stretch at a time. He gets jolted about all day, his steering is heavy, and he may be carrying a big load. We cannot blame him for keeping to the crown of the road, as, whenever he gets into the gutter, a considerable physical effort may be required to keep his lorry from running into the ditch.

Obstructionists.

We should remember this when we come up behind him and do not obtain instant response to a signal. It is the drivers of heavy vehicles who purposely balk us that I dislike so much. How often have we been greeted with abuse when we finally succeed in getting by him.

The worst kind of driver I have ever met in my life is he who purposely drives straight at your car at night on the pretence that his lamps have blinded him. This offence is continually occurring, and the worst offenders that I have seen are the drivers of large motorcoaches.

Like Bats.

I was returning home the other evening on the somewhat narrow road between Reigate and Hookwood. I saw a vehicle approaching me with headlights full on. I dimmed mine, but got no response. When 20 yards away from me he swerved straight towards the front of my car, and I had to shave the grass at the side of the road to escape a collision.

Before I could look round he had disappeared, and I was unable to see his number in the dark.

An offence of this nature cannot be too drastically dealt with. A man who pretends that he cannot see at night has no right to be on the highways after dark, least of all in charge of a vehicle full of passengers.

It is high time that the mobile police kept a watchful eye on these bullies of the road. At any rate, they would find a number of them exceeding their limit of speed by a margin of 20 miles per hour or more.—Daily Mail.

MAINTENANCE.

Wheels and Brakes.

USEFUL HINTS.

(By Israel Klein.)

Proper maintenance of the wheels and the brakes will not only save considerable expense on tyres and the braking and steering systems, but will assure easier operation of the car as a whole. Good steering and braking systems, in fact, will bring better results in mileage and wear and tear on the engine.

For it is obvious that misaligned wheels and tight or uneven breaks will become serious drags on the power plant and reduce the gasoline mileage considerably.

The wheels, as part of the steering system, require most careful attention at least once every six months.

Loose bearings at the hubs, causing the wheels to wobble, take much of the power from the engine. To prevent this, the wheels should be kept tight and well greased. The grease in the rear hub caps should be changed at these semi-annual inspections and the nuts tightened.

It is unwise, however, to force grease into the front wheel bearings in some cases by filling the hub caps and screwing these down tight. The reason is that the lubricant will be forced on to the front brake drums, which won't hold as a result. Besides, the wheel bearings won't be properly lubricated.

In this case, therefore, proper lubricating requires removal of the front wheels. Misalignment of front wheels is another costly fault that should be checked up and corrected at regular intervals.

Wheels get out of alignment when they are struck even slightly against a curb in parking or turning, or when they strike a rut.

The same fault may come as a result of twisting the wheels while the car is standing still in an effort to get out of a crowded parking spot. That hurts the steering mechanism, too, but misaligned wheels are its worst effect.

The brakes may be adjusted so tightly that the drums might bind. This causes the brakes to drag and put an extra drag on the engine.

Dragging brakes can be felt by an experienced driver at the steering wheel. There's a feel of an extra strain or pull on a grade or at high speed where usually no pull or strain should be felt.

Rather have the brakes a little loose and push a little farther or heavier on the brake pedal when necessary, than lose fuel efficiency in this way. Dragging brakes won't help the brake drums or linings either. They'll wear down more quickly than they should and will become less effective in emergencies.

Another drain on the power of the engine is an under-inflated tyre. That means more pull on the engine is an under-inflated tyre happens to be in front, it can be discovered quickly by the harder steering resulting. It's in back, however, only a test of the air pressure will reveal it. Each tyre should be checked every week, and maintained at the air pressure recommended by the car manufacturer.

A NEAR THING!

Famous Racing Driver's Narrow Escapes.

Earl Howe, president of the B.R.D.C., has had another remarkable escape. This time he was on his way to see the Schneider Trophy in his Alfa-Romeo, when it skidded, and he shot down a forty feet embankment. The car was considerably damaged, but the driver escaped unhurt.

This crash follows closely upon Earl Howe's "T.T." accident, when, chasing Campari down Brundshaw's Brne, he shot off the road backwards at 80 m.p.h. The car leapt a hedge and landed on its four wheels!

At Le Mans this year, during practice, he was flat out down the two-mile-long straight, when he met a wandering cow in his path. He shot under the cow's head with nothing to spare!

OH THOSE TOURISTS!

A German journalist, Mr. Fred Kreutzenstein, is planning an ambitious trip from Rio de Janeiro (Brazil) to Montreal, in Canada. His means of transport will be a B.M.W. motor-cycle, and he will take a Mr. Hellmut Hoffman as pillion passenger.

They will begin by going to Buenos Aires, in the Argentine, and will then make for the Pacific coast, by way of Chile and Peru, to Ecuador and Colombia. A short sea journey may have to be included en route. The travellers will then pass through the Central American republics on their way to the States and Canada. Mr. Kreutzenstein is now completing his arrangements and hopes to undertake the tour within the next few months.

AUTOS IN FRANCE.

France now has one automobile for every 27 persons in the country, a recent survey shows. This compares with one car for every four and one-half persons in the United States.

The United States motor vehicle death rate per 100,000 population is more than twice that of England and Wales and nearly 10 times that of Norway.

ENGINE TESTING.

Excess of Petrol.

A WARNING.

While certain adjustments are being effected on the power unit—to the carburettor, ignition, etc.—it is often necessary, or at all events desirable, to start up and run the engine again and again for a few moments at a time, to note the effect of what has been done. But a warning must be issued in this connexion. When these frequently repeated starts and periods of idleness occur while the engine is cold or barely warm, the mixture may have to be set at "rich" all the while to get the engine going and keep it running as required.

In consequence, excess of petrol in the mixture may be such as to contaminate, if not actually wash away, the oil that reaches the cylinder walls. As an instance of what may happen in that case, a friend of the writer's caused his pistons to "dry up" and almost to seize while testing was in progress.

Testing preferably should be carried out with a warmed engine, so that the rich mixture will be required only momentarily for starting; and on each occasion the engine is run it should be accelerated to a fair speed at least every half minute for ten or fifteen seconds, so as to make sure that ample oil will be thrown up from the crankcase into the cylinders.

M.W.B.

FIAT CARS FOR POLAND.

An agreement has been signed, says a report, between the Polish State-owned engineering works and the Fiat Motor Co., arranging for Fiat cars to be manufactured locally, with a view to unifying the type of car produced and to supplying cars to the army. It is intended to grant far-reaching protection to the new production, which will be considered national.

Each motorist in the United States paid an average of \$33.09 in auto taxes in 1930, the American Motorist Association reports. Motorists of Florida, paying \$52, were hit hardest.

Last Longer



A HOTTER SPARK

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All new series Studebakers have Free Wheeling with one gear change lever—engineered as an integral part of the chassis.



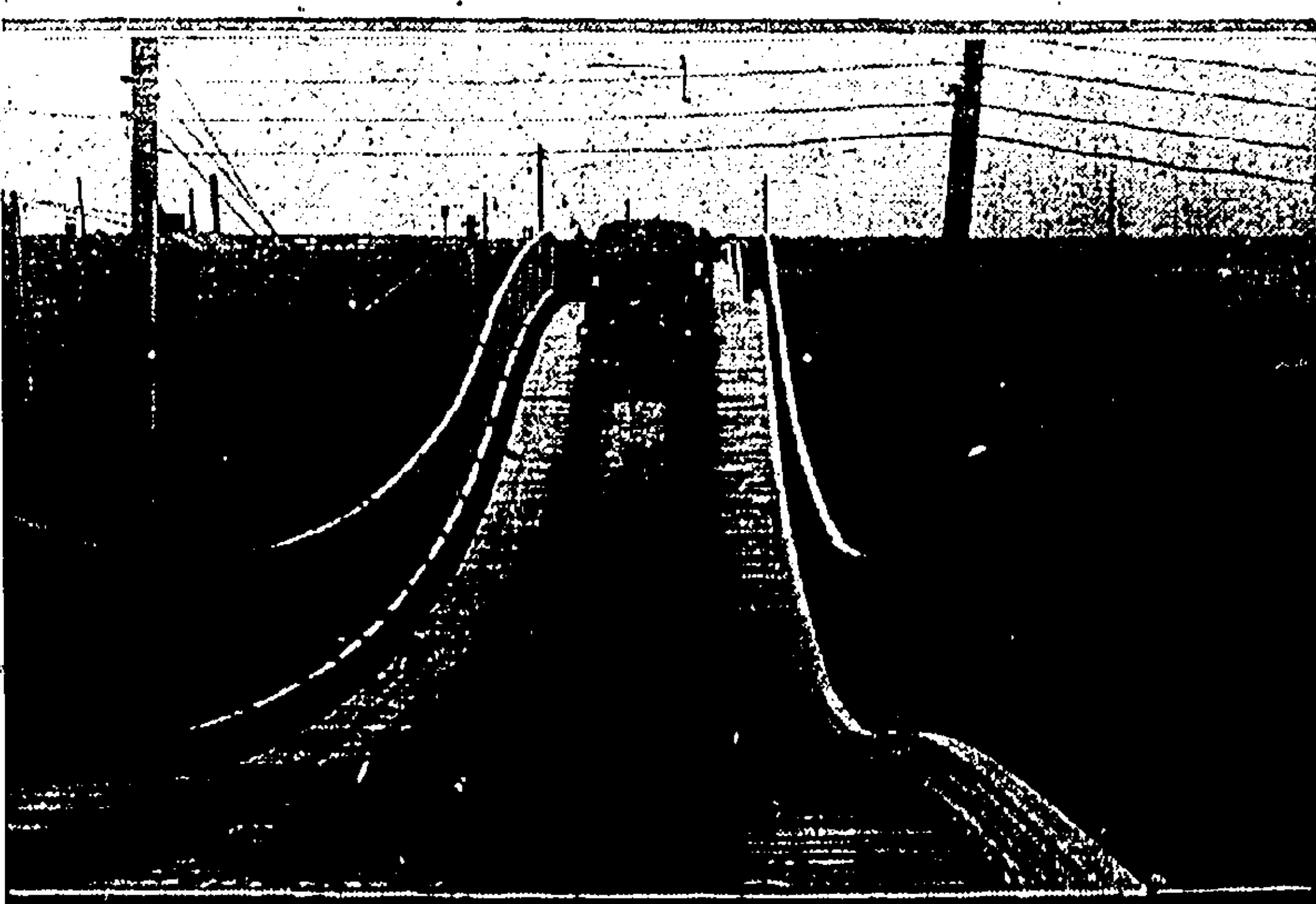
THE HONG KONG HOTEL GARAGE

STUBBS ROAD.

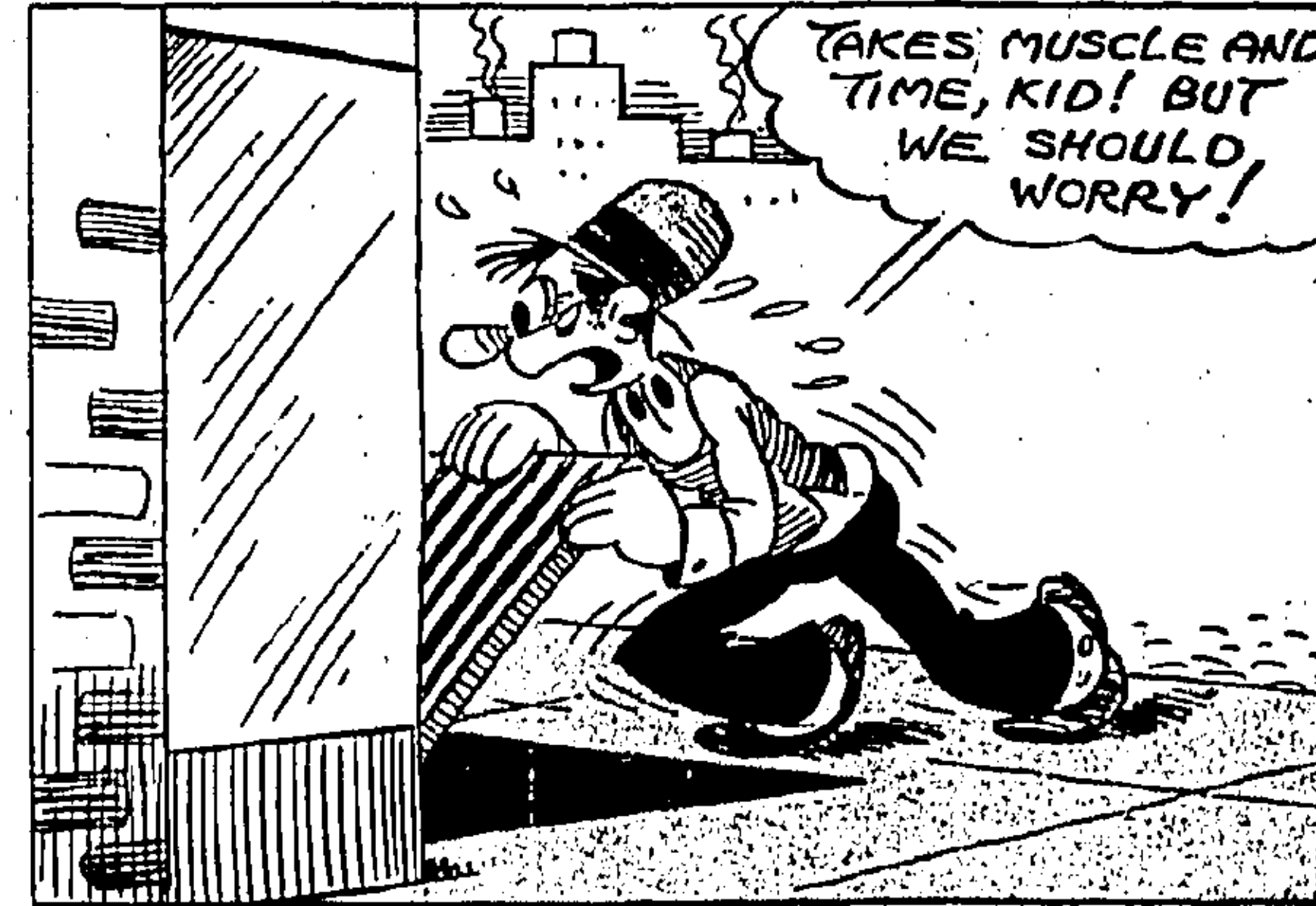
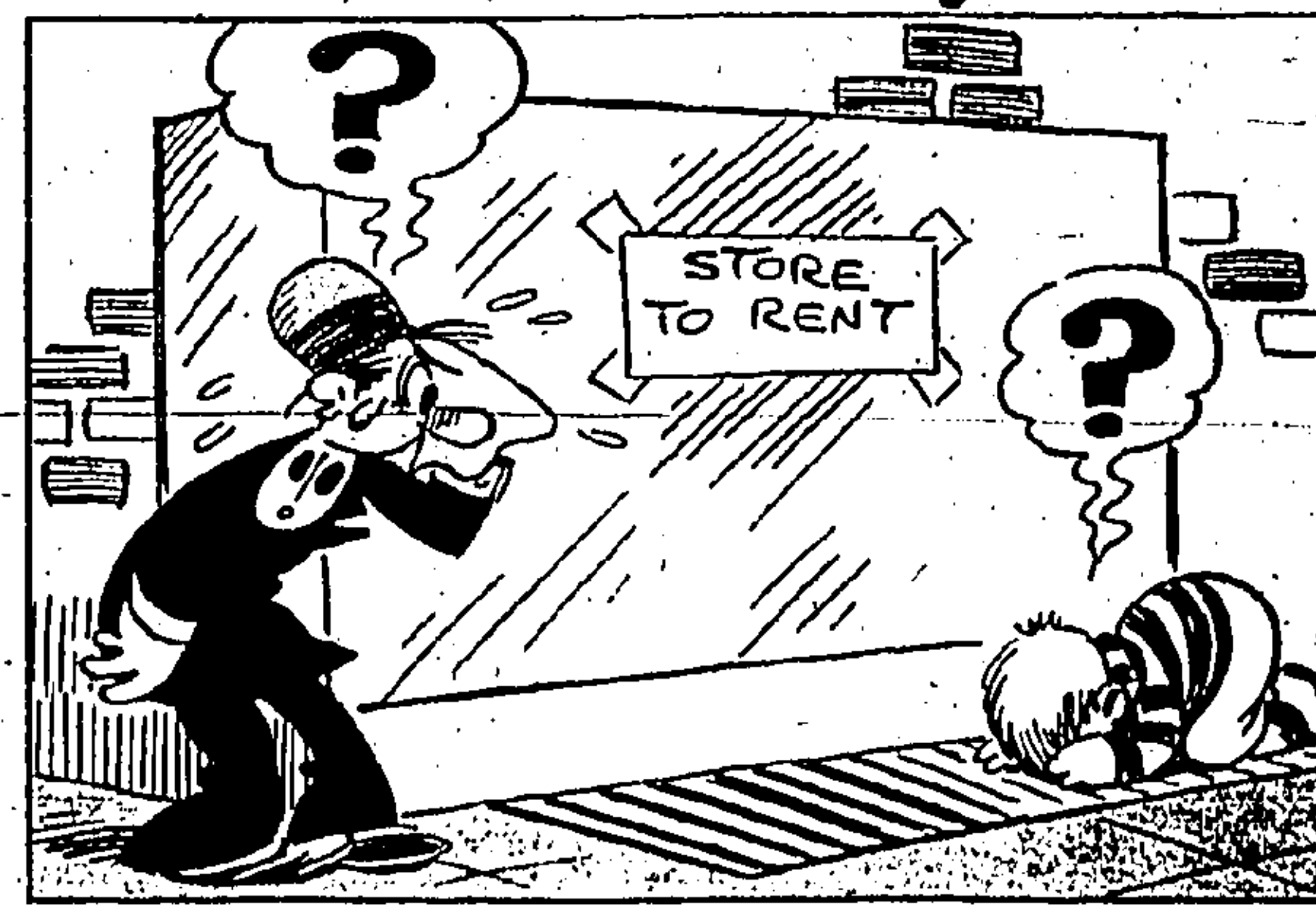
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STUDEBAKER

ROLLER THRILLS FOR THE MOTORIST.



A plank roadway, half a mile long, is popular with the car owner who likes to do his own proving and here an owner is "putting a General Motors product through the tests afforded by these artificial hills and hair-pin turns.



**Kapoc, Feather or Down
Pillows made in any size.**

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UNIVERSE BREAK-
ING UP.SPACE SATURATED
WITH LIFE.

London, Sept. 30.
Famous scientists, philosophers and divines attempted yesterday to balance the Universal Budget.

They dealt in staggering figures beside the calculations of the Chancellor of the Exchequer and the fluctuations of international finance pale into insignificance.

Inside the Atom.

For instance, Sir Arthur Eddington made the startling announcement that he has found a way of discovering the number of particles in the universe and the size of the universe, by studying the inside of the atom!

According to Sir James Jeans, the universe is doubling its size every 1,400 million years—though it is still at the beginning of its career. The sun is losing 4,000,000 tons every second.

Sir James told an audience at the Central Hall, Westminster, last night that, on this theory, a general breaking up process is in operation throughout the universe. The exact reverse of the law of gravitation is happening. The universe is expanding—breaking into smaller pieces—and these for ever tend to scatter further apart. But:

"The theory of relativity has shown that we were utterly wrong about space and time, and we are beginning to suspect that we are still just about as far wrong about matter and energy. The concept of an expanding universe may prove after all to be a false scent, and the truth may lie in some other direction."

The Solid Earth.

"Whatever happens to the sun and the stars," Sir James said earlier yesterday at a discussion on the evolution of the universe, "the solid earth will endure."

"The most consoling thought I can offer," Sir James added, "is that, when the worst comes to the worst, we shall none of us be there to see."

Sir Arthur Eddington pointed out that the results of his study by the atom were in closest agreement with observation of the most distant nebulae. He was of the opinion that one must accept the interpretation put upon the observation of the nebulae—namely, that the universe was expanding with an enormous and increasing velocity.

The Abbe Lemaitre (the creator of the expanding universe theory) suggested a leap-hole of escape from the dilemma that the expansion of the universe does not allow sufficient time for the evolution of the stars.

He pointed out that we do not know when the universe started on its programme of inflation. It was possible, therefore, that the original, stationary universe may have preceded a long way along the path of evolution before the expansion began to set in at all "seriously."

Other Worlds.

Will wireless communication solve the riddle of the universe? Dr. Raper, Bishop of Birmingham, thinks it may.

"I have no doubt," he said, "that there are many other inhabited worlds and that on some of them beings exist who are immeasurably beyond our mental level. We should be rash to deny that they can use radiation so penetrating as to convey messages to the earth. Probably such messages now come."

"When they are first made intelligible a new era in the history of humanity will begin."

"At the beginning of the era the opposition between those who welcome the new knowledge, and those who deem it dangerously subversive will doubtless lead to a world war."

Life and Mind.

Sir Oliver Lodge, summing up the discussion, said that Sir James Jeans' theory did not account for "us."

"Here we are, life and mind," said Sir Oliver. "Physics does not account for that."

"We are attending much more to space than we were. We have not yet, yet. If we begin to attend to space properly it is not only a matter of matter that we find but life and mind. You will find intelligence; you will find mind throughout space. That is what I think we are going to do."

SILVER FUTURES.

THE LATEST CABLED
QUOTATIONS.

Messrs. Penreath and Co. have been advised by cable of the following quotations of New York silver futures as at the close of the market yesterday.

January 1932 35.55 up 1.30
May 1932 36.80 up 1.40
July 1932 37.25 up .05

THE LANGUAGE OF
"CROOKS."SECRET THE POLICE
HAVE SOLVED.

"He got him banged to rights, lumbered him, took him to the nick, stuck him on, and he spent the night in the flower. He went before the bench, a spit told the royal, and poor old Jack got full. When he got up the steps, he had a mouthpiece who was a bottle. The boy gave him a right coating. This with Jack's hand got him weighed off to the House of Rest for five, penny-worth."

Thus, writes Superintendent W. F. Brown, M.B.E., in the latest issue of the "Police Journal," is a typical example of thieves' argot, and can be translated into normal English as follows:

"He got him with the stolen property in his possession, arrested him, took him to the Police Station, charged him, and he spent the night in the cell. He went before the magistrate, a detective gave the evidence, and poor old Jack got committed for trial. When he appeared at the Sessions he had a barrister who was no good. The detective informed the Court minutely of all his bad points. This with Jack's previous convictions caused him to be sentenced to five years' penal servitude at Parkhurst Prison."

The Criminal "Hike."

Members of the public who wish to become more conversant with this language are recommended by Superintendent Brown to visit some of the public bars in the neighbourhood of the Elephant and Castle.

For the benefit of such inquiring souls, he adds a few of the more common words in the thief's vocabulary, together with their English equivalents.

Thus, to "hike" does not mean to go for a walking tour in shorts with a ruck-sack on one's back, but to carry stolen property. Houses and flats are referred to as "drums," and police-informers are variously described as "anouts," "noses," or "marks."

A thief is called a "ten-leaf," while one specialising in stealing scarf-pins is called a "prop-getter." "Booby-hutch" and "flat-ties" are the not very respectful terms used to describe prison and policemen, and disputes are referred to as "bills and cows."

The thief's currency is as Sprazey Sixpence
Deener shilling
Half-a-losh half-a-crown
Oxford five shillings
Half ten shillings
Oncor sovereign
Other curious phrases in everyday use are:

Rub-a-dub club
Turtles gloves
Almonds socks
Lolly lodge information with the police.

AMERICAN LINER
ASHORE.THE HYBERT STRIKES
GOODWINS SANDBANK.

London, Nov. 6.
The large liner Hybert, belonging to the American White Diamond Line, stranded at 8 a.m. on a south-west sandbank of the Goodwins, and is apparently firmly aground and in a very dangerous position.

The Walmer lifeboat and motor-boats and a powerful tug from Dover are hurrying to the vessel's assistance. The sea is smooth, but it appears unlikely that the liner can be refloated.

Later.
A reassuring statement has been issued by the American steamer Hybert that the vessel is not much damaged.—*Reuter.*

SEVERAL KILLED.

EXPLOSION ON AMERICAN
BATTLESHIP.

San Pedro, California, Nov. 6.
Eight persons are reported to have been killed in an explosion on the United States battleship Colorado outside the harbour here.

San Pedro, Inter.
It is now learned that one officer and three ratings were killed, and two officers and eight ratings injured, in an explosion of a five-inch anti-aircraft gun during firing practice aboard the Colorado.

It is feared that five of those injured will not recover.—*Reuter's American Service.*

The following forthcoming weddings are announced: Mr. William Lydo, No. 31, Humphreys Building, Kowloon, to Miss Charlotte Gibson Brown, who is travelling to the Colony on board the s.s. Fushimi Maru; also Mr. James Bullock, of the Dairy Farm, Hongkong, to Miss Helen McLeod, who is coming to Hongkong on board the s.s. Hector.

ST. LEGER DAY.

PROMISE OF FAST
RACING.

[By "Ringtail"]

One of the best staged programmes of the season will be offered at the Valley this afternoon.

Three St. Leger on one card will provide an excellent menu for backers, and I expect to see some heavy wagering on the candidates contesting this quality programme.

Mr. Chan Tin-son has a wonderful string of ponies which should take most of the big prizes. Other owners will also have some good class gallopers out, helping to make this day one of the best in local racing annals.

The track is as fast as a billiard table and I would not be surprised to see some exceedingly fast times registered. Dividends should be fairly good. My selections are:

1st Race.

Sana Souci.
Sonny Boy.
Chetow II.

2nd Race.

Woodland Stag.
Kilrea.
Raindrop.

3rd Race.

Imperial Hall.
King's Counsel.
Christmas Belle.

4th Race.

Valorous.
Woodland Stag.
Gold Key.

5th Race.

Little Thunder.
The Tiger.
Lobster Bay.

6th Race.

Apollo.
Boxing Eve.
Eros.

7th Race.

The Grouse.
Flornotta.
Fifa.

8th Race.

Noukhai.
Scrapail.
Mascot.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1,590 sa.
Chartered Bank, \$13 1/2 n.
Mercantile A. and B., \$18 n.
East Asia, \$184 n.

Insurance.

Canton Ins., \$1,450 n.
Union Ins., \$425 n.
China Underwriters, \$5 n.
China Fire, \$600 n.
H. K. Fire Ins., \$1,450 n.

Shipping.

Douglas, \$22 1/2 n.
H.K. Steamboats, \$25 1/2 n.
Indo-China, (Def.) \$35 n.
Union Waterboats, \$28 n.

Mining.

Benguet, \$10 1/2 n.
Kailans, 30/- s.
Shai Explorations, Tls. 2 n.
Raubas, \$38 n.

Docks, etc.

Kowloon Wharves, \$152 sa.
Whampoa Docks, \$31 1/2 sa.
South China Motors \$10 n.
Hongkew, Tls. 240 n.
New Engineers, Tls. 6 n.
Shanghai Docks, Tls. 97 n.

Ewo Cottons Tls. 15 1/2 s.
Shai Cottons Tls. 91 s.
Zoon Sings Tls. 12 1/2 s.
Cottons, etc.

H.K. & S. Hotels (old) \$15 s.
H.K. & S. Hotels (new) \$14 1/2 s.
H. K. Lands, \$82 s.
Shai Land, Tls. 34 1/2 n.
Humphreys, \$18 1/2 n.
Realities, \$13 s.

Public Utilities.
Tramways, \$21 sa.
Peak Tram (old) \$14.50 n.
Star Ferries \$91 1/2 sa.
China Lights, \$27 sa.
H. K. Electric, \$76 1/2 n.
Maeco Electric, \$23 s.
Telephones, \$43 n.
China Buses, Tls. 17.50 n.
Singapore Traction, 4/- n.

Industrials.
China Sugars 50 cts. n.
Malabans \$39 n.
Canton Ice, \$6.80 n.
Cement (com.) \$19 1/2 s.
Ropes, \$17 1/4 n.

Stores, etc.
Dairy Farms, \$28 1/2 sa.
Watson, \$10 1/4 s.
Der A. Wines, \$1 n.
Lane Crawfords, \$6.90 n.
Mackintosh, \$19 n.
Sinceres, \$16 b.
Fowells, \$3.50 sa.

Miscellaneous.
Amusements, \$22 1/2 n.
Constructions, (old) \$6.10 b.
B' que in. G. Bonds, 59% n.

MR. VINSON'S DEATH.

BRUTAL MURDER BY
BANDITS.

Peking, Nov. 6.
Details of Mr. Vinson's death show that his captors belonged to a band of six hundred who were marauding the neighbourhood for some time. They wounded him in the heart and then hacked off his head.

The Chinese authorities and members of his mission from Hanchow, viewed the corpse, which is being taken to Hanchow, the funeral being to-morrow.—*Reuter.*

Unable to Keep Up.

Nanking, Nov. 6.
Mr. Vinson was stabbed to the heart and decapitated. It is presumed because of his weak health making him unable to keep up with the bandits in their rapid marches.—*Reuter.*

[A Shanghai message of November 5 stated that the American Presbyterian Mission had received a telegram from Hanchow stating that Mr. J. W. Vinson, an American missionary, who was captured by bandits two days previously, thirty miles from Hanchow, had been killed.]

S. P. C. A.

FURTHER LIST OF
SUBSCRIBERS.

Previously acknowledged \$ 3,723
Staff of Central British School 17
Moxon & Taylor 19
"Felix" 5
Chinese Y. M. C. A. Kowloon 5
S. W. K. 5
J. Armstrong 5
J. D. Parkinson 5
D. W. Munton 3
Mrs. B. Hyde Lay 2
C. Crofton 2
G. I. Angus 1
\$ 3,784

LAUGHS FULL OF
VITAMINS.

(Continued from Page 6.)

A large area of Derbyshire is already hooting and roaring its way to Health. People whose mouths have gone down with the Stock Exchange are being led, eagle by eagle, into this uproarious Utopia. "Laugh, and the world laughs with you." The vicar has launched a movement which may change the face of the country; and, by heck! it could do with a change.

Humour Wanted.

The essential point is that the supply of humour must be maintained. It was the cow jumping over the moon which made the little dog laugh and the crockery clasp. In other words, we must have something to laugh at.

If only one could induce income tax collectors to make a point of falling down coal-holes, or Mr. George Robey to stand for Parliament, or Oxford to win the Boat Race, the problem would be solved.

"Ha! Ha! Ha!" we might say, and anon "Haw! Haw! Haw!" In the meantime (stop me if you've heard it) I am always available. Of course, I hide a bubbling heart behind my gay, bubbling frivolity. But if I can make your eggs seem younger, your bacon tenderer, and your wife seem both, I shall rest content.

8.00 p.m. Local time and weather
report.

8.03-10.00 p.m. Programme of Columbia, Victor and H. M. V. Records.

8.04-8.30 p.m.
Symphony No. 8 in B Minor (Schubert).
Played by the Philadelphia Symphony Orchestra under the direction of Leopold Stokowski. M-15.

1st Movement—Andante con moto.
2nd Movement—Allegro moderato.
8.30-9.15 p.m. A Concert.
Piano Solo—Impromptu in A Flat (Chopin).

Piano Solo—Chorale (Bach).
Harold Bauer. 1373.

Song—Ave Maria (Hall, Mary) (Gounod).
Song—Elegie (Song of Mourning) (Massenet).
Rosa Ponselle (Soprano). 6599.

Organ Solo—Missa Halléluja (Handel).
Organ Solo—Angulus (Massenet).
Charles O'Connell. 35767.

Violin Solo—Ave Maria (Schubert-Wilhelm).
Violin Solo—Für G. String (J. Bach-Wilhelm). 7103.

Song—Holla Enola (Sombra Forest) (arr. Lully).
Song—Premiere Caresse (The First Caresse) (de Griensol).
Enrico Caruso (Tenor). 1437.

Piano Solo—Concerto in E Minor (Medtner).
Piano Solo—Suggestion Diabolique, Op. 4, No. 4 (Prokofiev).
Renno Meiselvitch. E530.

9.18-10.00 p.m.
The Last Act of the Opera "Hippolyte" (Verdi).
Played by the Milan Symphony Orchestra with Soloists and Chorus of La Scala, Milan. DX160-DX163.

10.00 p.m. Close down.
All records in the above European programmes are kindly supplied by Messrs. Anderson Music Co. and Messrs. S. Montre and Co.

RADIO
BROADCASTPROGRAMMES FOR TO-DAY
AND TO-MORROW.

The radio programme to be broadcast by Z. B. W. on a wavelength of 250 metres to-day is:

7.00-7.00 p.m. Chinese programme.
7.00-11.30 p.m. European programme.

7.00 p.m. Mail notices, etc.
7.03-11.30 p.m. Programme of Victor records.

7.03-7.30 p.m. Operatic.
Pagliacci-Fantasy (Leoncavallo arr. Tavan).
Marek Weber and His Orch. 35998.

Gems from "Aida" (Verdi).
Victor Light Opera Company. 35040.
Tristan and Isolde-Prelude (Wagner).
San Francisco Symphony Orch. 6585.

8.00 p.m. Local time and weather report.
8.30-8.58 p.m. Variety.
Chorus—Chant of the Jungle.
Chorus—Waiting at the End of the Road.

The Revelers. 22270.
Orchestral—Merris.
Orchestral—Song of the Soul.
Victor Salon Orchestra. 22466.

Vocal Duo—Seasoning for You in My Dreams.
Vocal Duo—The Toy Town Admiral.
Gene and Glenn. 22396.

Organ Solo—A Close My Eyes to the Heat of the World.
Jesse Crawford. 22243.

Song—West Wind.
Song—The John Boles (Tenor). 22229.

8.03-8.53 p.m. Orchestral.
Carneval Overture (Dvorak).
Chicago Symphony Orchestra. 6560.
Classical Symphony in D Minor (Prokofiev).

The Love for Three Oranges (Prokofiev).
Boston Symphony Orchestra. 7106-7197.

(a) Serenade (Moszkowski) (b) Aubade (Auber).
Liebesleid (Love's Sorrow) (Kreisler).

San Francisco Symphony Orch. 6302.
Froeschütz-Overture (Weber).
San Francisco Symphony Orch. 6705.

8.53-9.28 p.m. Instrumental.
Violin Solo—Caprice Antique (Balogh-Kreisler).
Violin Solo—Legend of the Canyon (Cedman).

Fritz Kreisler. 1093.
Piano Solo—Reflections on the Water (Debussy).
Piano Solo—Chant D'Amour (Song of Love) (Slojowski).

Ignace Jan Paderewski. 0033.
Violin Solo—La Ronde des Lutins (Dance of the Goblins) (Bazzini).
Violin Solo—Scherzo-Tarantelle (Wienlawski).

Jascha Heifetz. 6159.
Piano Solo—Mazurka (Lecocq).
Piano Solo—The Engulfed Cathedral (Debussy).

Olga Samaroff. 7304.
9.28-11.30 p.m. Dance programme.
Fox Trot—You're the Only One For Me.

Fox Trot—Shady Lady. 21897.
Fox Trot—Plucky Lady's Lucky Day.
Fox Trot—Good Little Bad Little You. 21909.

Fox Trot—There's a Tear for Every Smile in Hollywood.
Fox Trot—You Darlin'. 22439.
Waltz—You Will Remember Vienna.

Fox Trot—I Bring a Love Song. 22512.
Fox Trot—Slappin' the Bass.
Fox Trot—Mysterious Mose. 22411.

Fox Trot—Daddy, Won't You Please Come Home.
Fox Trot—Takes You. 22040.
Waltz—Dream Boat. 21894.

Fox Trot—My Success.
Fox Trot—Alone in a Corner. 22787.
Fox Trot—My Sweet Tooth Says I Wanna.

Fox Trot—Oh, It Looks Like Rain. 22789.
Fox Trot—The Hour of Parting.
Fox Trot—That Little Boy of Mine. 22738.

Waltz—Sweet Blue Bird. 19561.
Waltz—Honey-moon Waltz. 19561.
Fox Trot—On the Beach With You. 22730.

Fox Trot—Oh! Ho! You-Hoo! 22730.
Fox Trot—Nevertheless.
Fox Trot—Look in the Looking Glass. 22722.

Fox Trot—Dancing in the Dark. 22708.
Waltz—Lady Divine.
Fox Trot—Some Sweet Day. 21899.

Fox Trot—The Alpine Milkman.
Fox Trot—Solier on the Shelf. 22597.
Fox Trot—How Are You To-night?

Fox Trot—Why Have You Forgotten Walkie? 22519.
Fox Trot—Roses Are For Get-me-nots.
Fox Trot—If You Didn't Care For Me. 22477.

Waltz—Just Another Kiss. 22042.
Waltz—If We Should Never Meet Again. 22042.

10.30 p.m. (Approx.) Rugby mid-day press news.
11.00 p.m. Close down.

All records in the above European programmes are kindly supplied by Messrs. Tannock Piano Co.
N. B. On Monday 8th instant at 11 a.m. an attempt will be made to relay the inaugural speeches of the International Opium Conference which is being held under the auspices of the League of Nations at Bangkok.

The Stock Exchange Quotations will be re-broadcast both in Chinese and English at approximately 12.15 p.m. on this date.

SUNDAY'S PROGRAMME.

11.00-12.15 a.m. Relay of Service from St. John's Cathedral.
12.15-2.00 p.m. Chinese programme.
2.00 p.m. Local time and weather report.

2.00 p.m. Close down.
8.00-10.00 p.m. European programme.
(Continued on Previous Column.)

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Silk Satin	Crep de Chine	Shantung Silk Natural	Shantung White
27" \$1.80 a yd.	27" \$1.80 a yd.	0.70 a yd.	\$1.00 a yd.
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Royal Crepe	Crepe de Chine	Blouses and Knicker Hand Embd.	
36" \$2.50 a yd.	\$1.80 a pair	\$1.80 a pair	
Crepe de Chine Petticoats	Crepe de Chine Undersuits	Hand Emb. \$100 a set	
Hand Emb. \$44 each			
Embd. C. D. (China) Ladies Kimonos,		Best Real Fox Skin	
\$12.50 a pair.		\$65.00	
Heavy Silk Gents' Pyjamas	\$6.80 to \$8.00	Silk Shirts \$4.50 to \$5.50	
Gent's Broad satin Dressing Gowns		\$12.00 to \$15.00	
Embd. Shantung Silk Gents' Kimonos		\$4.50 to \$6.00	

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CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES.

The most rib-tickling incidents are those that occur in real life. With few exceptions nearly all stories, plays and even movies possess certain bits of comedy, but though they are funny they are make-believe and often do not carry the punch of the real thing. It was during the filming of "Recaptured Love," the Warner Brothers and Vitaphone picture coming to the Queen's Theatre, to-morrow, that Belle Bennett, who enacts the starring role, was the innocent victim of a very comical occurrence which furnished everyone a good laugh.

In one particular sequence Miss Bennett walks into a room and greets her ex-husband, who is at the time seated. He is supposed to rise and immediately walk behind her and secure a chair, in which he invites her to be seated.

The scene was rehearsed several times, finally to the satisfaction of Director John Adolf. Everyone took their places and the cameras started to film the "take." It was while John Halliday, who plays the ex-husband, was reaching for the chair that Adolf saw a mistake and called "cut." Halliday, hearing the director, knew the scene was ended and did not place the chair behind Miss Bennett.

She proceeded with the scene, calmly seating herself in the chair proffered by Halliday—but there was no chair. Halliday realized the state of affairs, or rather the situation, just in time and caught the much startled Miss Bennett not a fraction of a second too soon.

Everyone enjoyed a good laugh, even Miss Bennett.

"Women Love Once." His work in "The Vice Squad" has resulted for Paul Lukas the male lead in "Women Love Once," the Zee Akina talkie, produced by Paramount, which is now showing at the King's Theatre.

Lukas has been steadily climbing upward in the ranks of featured players and he is now one of the leading favourites. It is a noteworthy fact that critics have never failed to credit him with artistic portrayals in every role he has essayed—in "Young Rascals," "Half-Way to Heaven," "Anybody's Woman," "The Right to Love," "Unfaithful," and a number of other earlier films.

In "Women Love Once" he is the central male character—an artist who makes a comfortable living at commercial work in the big city and lives in moderate but entirely happy circumstances with his wife, Eleanor Boardman and their four-year old child, Marilyn Knowlton. The scenes in the person of Juliette Compton, wealthy matron and patroness of the arts for the sake of her own affairs with artists. She persuades Lukas to go to Paris with his latent artistic temperament will find its "true soul." Upon his return from Paris Lukas exhibits an attitude of aloofness toward the loyal wife who had waited for him. A violent conflict with Miss Compton's husband further estranges Miss Boardman, who now realizes that her husband loves the other woman. Paul Lukas' character is the little family when the child is injured in an automobile accident. The ensuing events lead to a happy and romantic climax.

In writing this film, Miss Akina based it upon her earlier Broadway play "Gone with a Wind," in which Morris Rameau scored a great success.

MONTES COMING.

PROFESSIONAL GOLFER FOR IN HONGKONG.

A letter has been received from Dr. Downes of Shanghai stating that Larry Montes, the Manila Champion golfer is coming to Hongkong on Monday to take up the position of professional here.

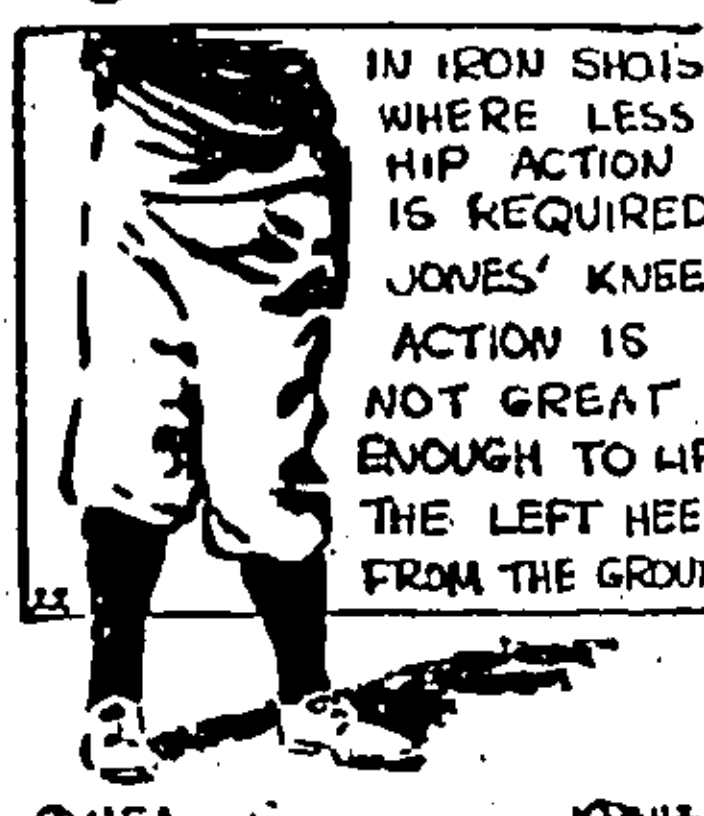
No reply, however, has been received by the Royal Hongkong Golf Club to the invitation they sent to Larry Montes, but since Dr. Downes has acted as Montes' adviser for some time and was consulted by the latter as to taking this appointment, the news is probably correct.

WOODFULL'S KNOCK.

CENTURY AGAINST THE SOUTH AFRICANS.

Melbourne, Nov. 6. Victoria compiled 284, Woodfull scoring 121, against South Africa. Quinn took 4 wickets for 28 runs. At the close of play the South Africans had scored 7 runs without loss.—Herald.

GOLF as the STARS play it



Why should the left heel be lifted in the backswing?

The left heel should never be consciously lifted in the backswing. It is the turning of the hips that causes the left knee to bend sufficiently to pull the left heel off the ground.

In iron shots where less hip action is required, the knee action will not be enough to lift the left heel off the ground. Consciously lifting the left heel will cause a away-acting action of the hips which must be avoided in the golf swing.—ART KRENZ.

"Heads Up." The United States Coast Guard is publicized for the first time in its 140 years of existence in "Heads Up," the romance-thriller with music which comes to the King's Theatre on Tuesday next.

The plot has to do with the adventures and the romance of a young lieutenant in the Coast Guard who is plunged into a glamorous assignment immediately after his graduation. The role is played by Charles Rogers.

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POLO FINAL.

NAVY CUP WON BY THE HIGHLANDERS.

Quite a large gathering, including H.E. Major General Sandilands, watched the final of the Navy Cup polo at Causeway Bay yesterday afternoon. The finalists were the Argyll and Sutherland Highlanders and the Dragoon Guards, and in a rousing game the military side emerged winners by three goals to one.

It was a very good game on the whole, though both teams missed the ball badly on a number of occasions. The first chukker produced no scoring, and the honours were equally divided. At the beginning of the second chukker Steward, of the military side, was unfortunate in hitting the post with a drive. Thereafter, a Colfax pressed and Gordon drew first blood with a hard drive.

The military side were however not to be denied, and returned to the play in a businesslike fashion in the third chukker, and soon after, Dunlop scored for them. Steward, for the Argylls, and Newbigging for the Dragoon Guards were applauded for some good play in this chukker. Play in the fourth chukker was more one-sided, for the military men rushed everything, and scored two more goals. The first was scored by the Dragoon Guards, and the second from a maul in front of the goal, though it could not be said who got the stick to the ball.

At the conclusion of the game Major General Sandilands congratulated the Argyll and Sutherland Highlanders on their victory, and also expressed his appreciation of the Dragoon Guards who had done a great deal for polo. But for them, he said, the game might have died out long ago. Mrs. Newbigging then presented the prizes to the winning side.

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OUR GREAT WINTER SALE IS DRAWING CROWDS

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JUMPER SUITS, WOOLLIES, HAND-BAGS, CORSETS, GIRDLES.

It will well pay you to make an early visit—for prices are very moderate.

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THE SMART SHOP IN D'AGUIAR ST.



If the Swiss Milkman from the Emmenthal

brought you the milk straight to your house, it surely could not be purer and more wholesome than **BEAR BRAND** milk.

The **BEAR BRAND** milk comes from the best established right in the Emmenthal in Switzerland. It comes from the milk of an excellent breed of cows. So no wonder that **BEAR BRAND** milk is so much sweeter and more palatable than any other milk. It is the year round **BEAR BRAND** milk comes from the same herds, district from the same herds.

BEAR BRAND
Natural Swiss Milk.

A. B. MOULDER & CO., LTD.
CHINA BLDG.
Sole Agents for S. China.

For a good fit to go

A-MAN, HING CHEONG

(LATE AH-MEN HING CHEONG & CO.)

TAILORS, DRAPERS & OUTFITTERS

to Military Officers for many years.

54, Queen's Road Central.
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THE FOLKS AT HOME ALWAYS APPRECIATE

China Tea from China

SEND THEM SOME FOR—

THIS CHRISTMAS

PRODUCED BY

THE CHINA TEA CO.

ESTABLISHED OVER 60 YEARS.

Make your selection from the following varieties of Keemun Tea, Hankow Tea and Foochow Tea each packed in quaintly painted boxes

PRICES INCLUDE POSTAGE AND ALL CHARGES.

(To United Kingdom)

7-lbs. Painted Wooden Box	5-lbs. Painted Wooden Box	3-lbs. Painted Wooden Box
(1) Keemun Black Tea \$20.00	(1) Keemun Black Tea \$14.70	(1) Keemun Black Tea \$10.00
(2) " " " " \$ 6.50	(2) " " " " \$11.90	(2) " " " " \$ 8.50
(3) " " " " \$16.4	(3) " " " " \$10.40	(3) " " " " \$ 7.60
(4) Hankow Black Tea \$18.80	(4) Hankow Black Tea \$13.00	(4) Hankow Black Tea \$ 9.50
(5) " " " " \$ 4.8	(5) " " " " \$10.40	(5) " " " " \$ 7.60
(6) " " " " \$15.00	(6) " " " " \$ 9.40	(6) " " " " \$ 7.00
(7) Foochow Black Tea \$17.80	(7) Foochow Black Tea \$11.40	(7) Foochow Black Tea \$ 8.20
(8) " " " " \$13.70	(8) " " " " \$10.00	(8) " " " " \$ 7.30
(9) " " " " \$13.00	(9) " " " " \$ 9.40	(9) " " " " \$ 7.00

The numbers given above represent the various qualities. Send the Tea, and your friend will receive your gift at Christmas.

ALL CHARGES PAID.

司公茶華

THE CHINA TEA CO.

DAVID HOUSE, 12, POTTINGER ST. HONGKONG.

TEL. 24697.

A GOOD PRESS.

NEWSPAPERS PRAISE NEW CABINET.

London, Nov. 6.

The new Cabinet has had an excellent Press, as the following comment shows:

The *Financial Times*: Workman-like.

The *Times* says the Premier has chosen "an experienced team whose sincere acceptance of the ideal of national co-operation is beyond doubt, who are broadly agreed upon the nature of the tasks to be accomplished, and who have all agreed to approach them with minds unbiassed by the past. The choice may be accepted with general satisfaction by the nation, and with confidence in the honesty, efficiency and capacity of the British Government by the world at large."

The *Morning Post* (Conservative) says—"It is certainly a Government of great abilities, chosen to the sole end of national interest."

The *Daily News* (Liberal) says—"It has the makings of an efficient workmanlike combination, and is framed with an evident desire to meet the demand for a national government."

The *Daily Mail* (Independent Conservative) says—"It is one of the strongest Cabinets of modern times."

The *Daily Herald* (Opposition Labour) says the Conservatives with eleven out of twenty Ministers, dominate the Cabinet, which is symbolical of the pre-dominance in the Commons. It thinks it is this which will necessarily determine the Cabinet's policy.

The *Daily Express* (Independent Conservative) thinks there is only

one blot upon the picture—the presence in the Cabinet of only eleven Conservatives which constitutes a marked disparity compared with that Party's representation in the Commons.

The *Manchester Guardian* (Liberal) says—"The Cabinet certainly has a national character, and corresponds to what in continental phraseology would be called the Right Centre."

The *Daily Telegraph* says—"The Prime Minister has shown good judgment in the task of exceptional difficulty, both in regard to the members and in the posts assigned to them, and has produced a really national Cabinet."

Finance Policy.

Sir Hilton Young, the newly-appointed Minister of Health, in a speech on currency problems at Sheffield, said:

"The object of national policy must be to balance the forces that tended to push the pound about, and then fix its value on some standard."

Contrary to expectations, the shock of departure from gold had by no means been absorbed by the use of prices in sterling countries. It had in part been absorbed by the fall in gold countries.

This was a tribute to the credit of sterling, and a warning to gold countries not to presume too far on bullion alone. Before re-establishing it, it was necessary to know how gold and sterling were going to share the balance of confidence, and how much of the world was to be for gold and how much for sterling.

As to a fixed standard, to which stabilised currency would be anchored, all that was at present certain was that there was no standard available. There would be none as long as any of the chief creditors adheres to the bullionist belief of the Middle Ages, that gold is wealth.—*British Wireless*.

AMBULANCE MEDALS.

PRESENTATION BY LADY PEEL YESTERDAY.

Lady Peel presented Long Service Medals, Medallions, Labels, and Pendants, received from Headquarters in London, to members of the St. John Ambulance Brigade at a parade at King's College yesterday afternoon. This was the first occasion on which her Ladyship had so honoured the Brigade, and there was a practically full muster of the various divisions under their respective officers, including the Nurses' Division and the Boy and Girl Cadets.

On her arrival, Lady Peel, who was accompanied by Mr. G. W. A. Taiton (Private Secretary to His Excellency the Governor), was received by the Assistant Commissioner (Mr. A. Morris), Mr. J. H. Keston (in charge of the parade), Mrs. Langley (Corps Secretary), Mr. A. el Arculli, Dr. D. J. Valery and other officers.

Lady Peel then carried out an inspection of the Corps, and subsequently made the presentations.

At the conclusion, Mr. Morris thanked Lady Peel and on behalf of the Corps asked her acceptance of a beautiful basket of flowers.

Amongst the visitors present were Mrs. H. T. Creasy, Mr. Ng Wah and a number of other Chinese supporters of the organization.

POPPY DAY FUND.

FURTHER LIST OF SUBSCRIBERS.

Previously Acknowledged \$ 5,212.00

Mr. S. S. Perry 50.00

Mr. H. L. Schultz 10.00

\$ 5,272.00

LAST 3 DAYS

for

UNHEARD-OF BARGAINS

Residents of 40 years have never seen such Bargains in the Colony.

	USUAL PRICE	SALE PRICE
Fuji Silk All Colours	1.00	70 p. yd.
Spun Crepe All colours 27"	2.00	1.30
Striped Crepe 27"	2.50	1.60
Crepe de Chine All colours (double width)	3.00	1.80
" " " " 27"	2.50	1.40
Palace Crepe All Colours 27"	2.50	1.40
Plain Georgette Double width	2.50	1.30
Printed Crepe 27"	3.00	1.90
" Fuji Silk	2.25	1.50
Printed Georgette Beautiful Designs	3.50	2.25
Striped Fuji Silk	1.25	85
Taffetta Best quality	2.25	1.30
Gentlemen's Plain Pyjama Suits All Colours	9.50	5.50
" Striped Silk Shirts	6.00	3.00
Striped Crepe de Chine Shirts	7.50	4.50
Gentlemen's Plain Pyjama Suits All Colours	9.50	5.50
" Heavy Silk Striped Pyjama Suits	12.50	7.00
Ladies Pyjama Suits Embroidered All Colours	10.50	6.00
" " (underwear style)	12.50	7.50

EXTRA HEAVY QUALITY.

Ladies Underwear (3 pcs. Set)	17.00	10.00
Tajmahal Silk Stockings with clock	4.50	2.25

Great Reduction on Shawls Hourly Coats, Kimonos, Bridge Coats and many other attractive articles.

Have you seen such prices before?

Now proceeding at the

Tajmahal Silk Store

KING'S THEATRE BUILDING.
D'Aguilar Street.

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter 1823.

HEAD OFFICE—LONDON.

Paid-Up Capital £5,000,000

Reserve Fund 4,000,000

Reserve Liability of Proprietors .. 5,000,000

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SHANGHAI KODE BOMBAY

SINGAPORE KUALA CACUTTA

SHIAWAN KANGAR CANTON

SOURABAYA KUALA CANTON

TAIPING LUMPUH CANTON

TIENTAIN KUCHING COLOMBO

TOKYO MADRAS DAIRIN

" " MANILA DELHI

(Bhat) MEDAN HAIPHONG

YOKOHAMA NEW YORK HANKOW

KAMBOUNGA Peking HANKOW

PENANG HONGKONG

Foreign Exchange and opened Banking business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

J. STUART,
Manager.

Hongkong, 17th August, 1931.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) ¥ 100,000,000

Reserve Fund ¥ 115,000,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Alexandria, Batavia, Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

H. MORI,
Manager.

Hongkong, March 11th, 1931.

THE HO HONG BANK, LIMITED.

(ESTABLISHED 1917.)

Authorized Capital Straits \$20,000,000

Issued Capital 8,000,000

Paid-Up Capital 4,000,000

Reserve Liability of Shareholders 4,000,000

Surplus 2,528,000

HEAD OFFICE—SINGAPORE.

Branches: Agencies and Correspondents to the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOON,
Manager.

BANK OF CHINA.

Reorganized October 20, 1928, under special charter of the National Government as an INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$21,000,000.00

Paid-Up Capital \$1,710,000.00

Reserve Funds \$1,510,000.00

HEAD OFFICE—SHANGHAI.

HONGKONG BRANCH.

4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHUN,
Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Grasschurch Street, London, E.C. 3.

Authorized Capital £3,000,000

Subscribed Capital 2,500,000

Paid-Up Capital 1,000,000

Reserve Fund and Ret. 1,066,843

The Bank of England & Midland Bank, Ltd.

BANKERS.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Port Louis (Mauritius)

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

Travelers Cheques issued.

TRUSTEE AND EXECUTORSHIPS UNDERTAKEN.

Interest allowed on Current Accounts and Fixed Deposits at rates that may be obtained on application.

C. L. SANDES,
Manager.

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.

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MASSAGE HALL

MRS. S. UZUNOYE

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Expert Masseuse.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000

Issued and Fully Paid-up \$20,000,000

Sterling \$8,000,000

Silver \$10,000,000

Reserve Liability of Proprietors .. \$20,000,000

HEAD OFFICE: HONGKONG.

BOARD OF DIRECTORS.

Hon. Mr. C. G. S. Mackie,
Deputy Chairman.

Hon. Mr. W. H. Bell, T. B. Peck, Mr. A. H. Compton, Mr. J. A. Finlayson, Mr. D. Lander Lewis, Mr. T. H. B. Shaw, Mr. G. Mackie, Mr. J. P. Warren, Mr. V. M. GRAYBURN, Mr. CHIEF MANAGER.

BRANCHES—

LONDON
LYONS
MALACCA
MANILA
MUAR (Johore)
HUEYEN
NEW YORK
PEKING
PENANG
RANGOON
SAIGON
SAN FRANCISCO
SHANGHAI
SINGAPORE
SOURABAYA
SUNGAI PATANI
TIENTSIN
TOKYO
TSINGTAO
YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 18th May, 1931.

HONGKONG SAVINGS BANK

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

V. M. GRAYBURN,
Chief Manager.

Hongkong, 18th July, 1930.

THE NATIONAL CITY BANK OF NEW YORK.

HEAD OFFICE: 55, Wall Street, New York.

Capital, Surplus and Undivided Profits U.S. \$224,554,293

Branches in—

ARGENTINE
BELGIUM
BRAZIL
CHILE
CHINA
COLOMBIA
CUBA
DOMINICAN REPUBLIC
INDIA
JAPAN
ITALY
MEXICO
PANAMA
PERU
PHILIPPINE
RUSSIA
SAO PAULO
SPAIN
URUGUAY
VENEZUELA

Commercial and Travellers' Letters of Credit, Travellers' Cheques, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco, and Spain and also of The National City Bank of New York (France) S.A., in Paris and Nice.

F. M. COURTNEY,
Manager.

Hongkong, 20th February, 1931.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ, N.V.

(Netherlands Trading Society)

BANKERS.

ESTABLISHED 1824.

Hongkong Office: 11, Queen's Road, Central.

Authorized Capital Guilders 150,000,000

(£12,500,000)

Paid-Up Capital Guilders 50,000,000

(£4,166,667)

Reserve Fund Guilders 40,000,000

(£3,333,333)

Head Office—AMSTERDAM.

Eastern Head Office—BATAVIA.

BRANCHES:—

Batavia, Bencoolen, Bontoe, Borneo, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

* These offices have safe deposit boxes to let.

Correspondents in all Principal cities of the world.

BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED.

A. STOKER,
Manager.

Hongkong, 18th August, 1930.

THE BANK OF CANTON LIMITED.

ESTABLISHED 1911.

Head Office:—Hongkong.

Authorized Capital \$11,000,000

Paid-Up Fund 5,000,000

Reserve Fund 1,000,000

BRANCHES:—

Canton, Shanghai, Hankow, Soerabaya, Bangkok, New York, and San Francisco.

LONDON BRANCHES:—

The Bank, Limited.

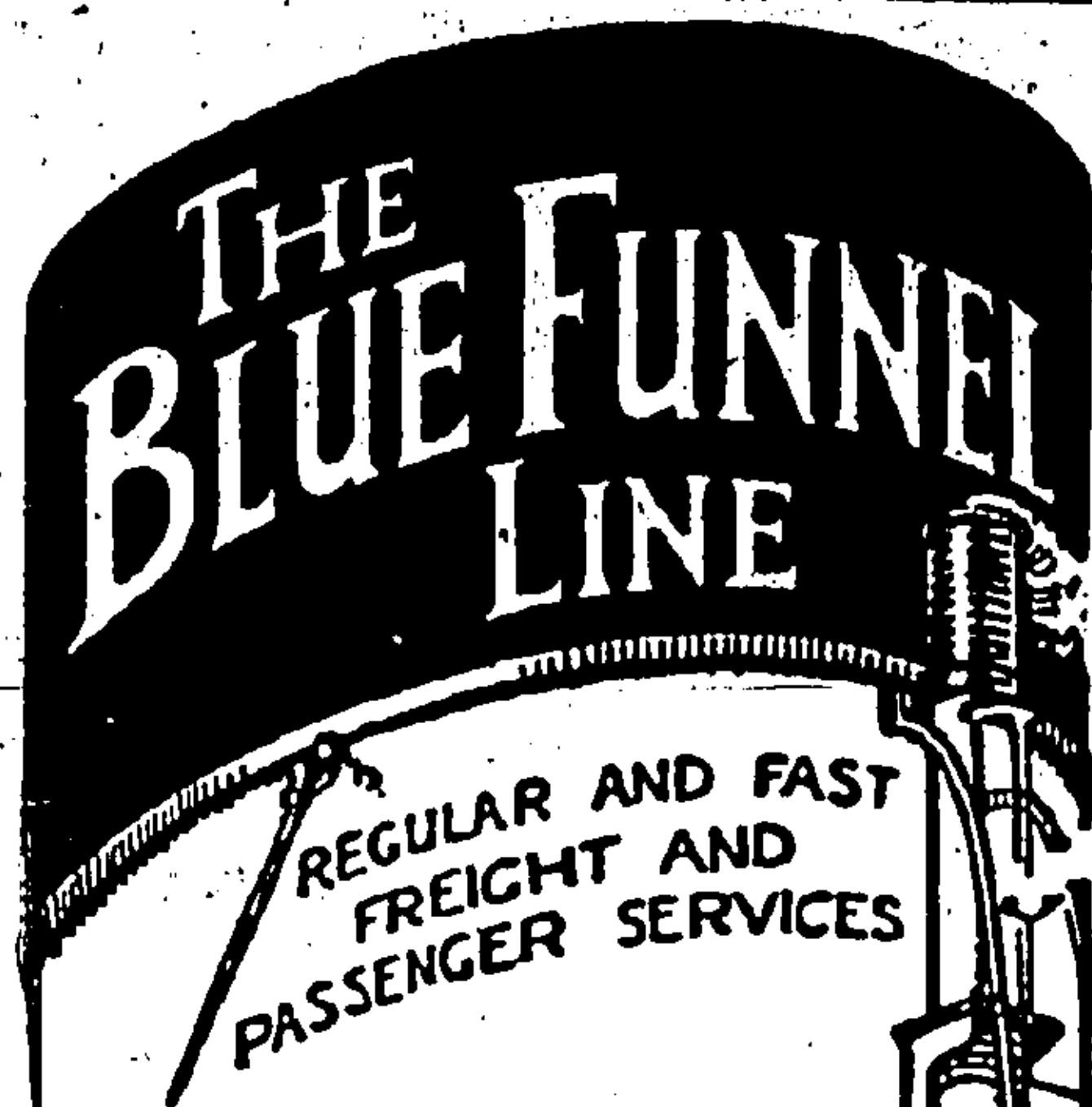
Correspondents in all Principal cities of the world.

Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (rentable also on a yearly rental of from \$5 to \$50).

LOKE POON SHAN,
Chief Manager.

Hongkong, 10th March, 1931.



LONDON SERVICE

GALEHMAS 10th Nov. For Marseilles, London, R'dam & Hamburg

PATROCLUS 25th Nov. For Marseilles, London, R'dam & Glasgow

LIVERPOOL SERVICE

NELEUS 20th Nov. For Port Said, Liverpool & Havre

OLYBES 17th Dec. For Port Said, Genoa, Havre, Liverpool, & Glasgow

NEW YORK SERVICE

CLAUDUS 9th Nov. For Boston, New York & Baltimore

via Philippines & Singapore

PACIFIC SERVICE (via Kobe & Yokohama)

PROTEILAS 10th Nov. For Victoria, Van'ver & Seattle

KLION 10th Dec. For Victoria, Van'ver & Seattle

INWARD SERVICE

DIOMED Due 7th Nov. For Moji, Kobe & Yokohama

ALAX Due 11th Nov. From New York

All cargo steamers with limited passenger accommodation specially reduced fares.

For freight, passage rates and information apply to the under-mentioned.

All bookings are subject to the provisions of the Company's Bill of Lading.

BUTTERFIELD & SWIRE

Agents.

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £79 to £120 - ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
Tatsuta Maru ... Wednesday, 11th Nov.
Taiyo Maru ... Tuesday, 24th Nov.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
Hokan Maru (Osaka direct) ... Tuesday, 10th Nov.
Hikawa Maru ... Tuesday, 15th Dec.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Kashima Maru ... Saturday, 14th Nov.
Yasukuni Maru ... Friday, 4th Dec.

SYDNEY & MELBOURNE via Manila & Ports.
Kitano Maru ... Saturday, 21st Nov.
Atsuta Maru ... Saturday, 26th Dec.

BOMBAY via Singapore, Penang & Colombo.
Iyo Maru ... Thursday, 12th Nov.
Tito Maru ... Friday, 27th Nov.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Ginjo Maru ... Wednesday, 25th Nov.

NEW YORK, BOSTON via Panama.
Takaoka Maru ... Thursday, 10th Dec.

LIVERPOOL via Port Said, Constantinople.
Gonos & Marseilles.
Toyooka Maru ... Friday, 13th Nov.

CALCUTTA via Singapore, Penang & Rangoon.
Mallaca Maru ... Sunday, 8th Nov.
Akita Maru ... Sunday, 15th Nov.

SHANGHAI, KOBE & YOKOHAMA.
Suwa Maru ... Saturday, 14th Nov.
Tokio Maru ... Tuesday, 17th Nov.
Atsuta Maru (Nagasaki direct) ... Fri, 20th Nov.

*Cargo only.
For further information apply to:—NIPPON YUSEN KAISHA
Telephone 30291. (private exchanges to all Depts.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamers	Sailings
TO SHANGHAI via SWATOW & SHANGHAI	Sandviken Hangeang Davikon Kwalsang	Sun. 8th Nov at 7 a.m. Wed. 11th Nov at 7 a.m. Sun. 15th Nov at 7 a.m. Wed. 18th Nov at 7 a.m.
TO SHANGHAI via SWATOW	Chaksang	Fri. 13th Nov at 7 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Kumsang Sulsang Kutsang	Mon. 9th Nov at 3 p.m. Sun. 23rd Nov at noon. Sun. 6th Dec at noon.
TO BATAVIA via AMOY, SHANGHAI & KOBE	Kutsang	Wed. 18th Nov at 7 a.m.
TO OSAKA via AMOY & KOBE	Hosang Yuensang	Fri. 27th Nov at 7 a.m. Sun. 6th Dec at 7 a.m.
TO SANDAKAN	Mausang Hinsang	Wed. 11th Nov at noon. Thurs. 19th Nov at 3 p.m.
TO TIENTSIN via SWATOW, YOKOHAMA & CHEFOO	Cheongsang Chipsang	Sun. 15th Nov at 7 a.m. Sun. 22nd Nov at 7 a.m.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 30311. General Managers

OBITUARY.

DAUGHTER OF SERGT. AND MRS. WILLERTON.

The death occurred on Wednesday after a lingering illness at the Victoria Hospital of Sarah, the eight year and eleven months old daughter of Sergeant Willerton, of the 2nd Argyll and Sutherland Highlanders, and Mrs. Willerton. The funeral took place at the Presbyterian Cemetery Happy Valley on the same afternoon. The Rev. Short, Chaplain to the Forces, officiated at the graveside. Wreaths were sent by the following:—Her father, mother and sister, Gen. Lt. Col. and Mrs. Bennett, The Officers 93rd Highlanders, Capt and Mrs. R. C. Moir, Lt. Qtr. and Mrs. McKay, All ranks "D" Company, all ranks 13 Platoon, R. S. M. and Mrs. G. Weir, Neville, R. Q. M. S. and Mrs. Newbery, C. S. M. and Mrs. Doherty, C.S.M. and Mrs. Freeman, C.S.M. and Mrs. McTavish, Collin, Doreen and Jenn, Sgt. and Mrs. Walker, Sgt. and Mrs. Collins, Sgt. and Mrs. Hutchinson, Drm. Mr. and Mrs. Johnston, Sgt. and Mrs. Parker, Angus, Criselo and David, Mrs. Falconer, Pte. and Mrs. Hart, and Mr. and Mrs. Roylance.

KOWLOON WEDDING.

MR. G. PEED MARRIED TO MISS G. FISHPOL.

Mr. George James Peed, of the Naval Yard was yesterday afternoon married to Miss Gladys Margaret Fishpool, the older daughter of Mr. and Mrs. A. G. Fishpool, of Gibraltar and London. The bride arrived by the Rajputana earlier in the morning. Mr. Peed is the elder son of the late Mr. and Mrs. J. G. Peed, of Sheerness, Kent.

The bride was given away by Mr. W. J. Bickford, while Mr. W. H. Whitehead was best man, and Mrs. W. J. Bickford Matron of Honour. The ceremony took place at the Rosary Church, Kowloon, Father Spada being the officiating priest. After the ceremony the couple left for a honeymoon at Repulse Bay.

1/3 a PRESERVATIVE as well as a POLISH

Do you realize that "KIWI" besides being so Brilliant and Lasting PRESERVES ALL LEATHERS wonderfully.

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THROUGH BOOKINGS TO AMERICA via EUROPE AND TO EUROPE via AMERICA. BOOKINGS AROUND THE WORLD.

THROUGH BOOKINGS TO LONDON: Cabin Class only.

Arrivals from Europe	Sailings To Europe	Destination.
Sailings to North China & Japan		
(HAL) M.V. "Sauerland"	5th Nov. Genoa, R'dam, H'burg.	
(NDL) S.S. "Derfflinger"	11th Nov. Genoa, Barcelona, A'dam, R'dam, H'burg, Bremen.	
(HAL) M.S. "Rames"	23rd Nov. Genoa, Mars., R'dam, H'burg.	
(NDL) S.S. "Main"	1st Dec. Mars., Ca'ca, Cran, A'nia, R'dam, H'burg, B'men.	
8th Nov. (HAL) M.V. "Leverkusen"	5th Dec. Genoa, Barcelona, Rotterdam, Hamburg.	
17th Nov. (NDL) S.S. "Saxh-nickenn"	12th Dec. Genoa, Barcelona, A'dam, R'dam, L'burg, Bremen.	
23rd Nov. (HAL) S.S. "Saxland"	26th Dec. Genoa, Mars., R'dam, H'burg.	
30th Nov. (NDL) S.S. "Isar"	29th Dec. Mars., L'don, H'burg, Bremen.	

NDL Hong Kong/New Guinea service: S.S. "BREMERHAVEN" 3rd Dec. to RABUL & ports.

NORDEUTSCHER LLOYD
MELCHERS & CO., Agents,
Queen's Bldg., Tel. 26378.

HAMBURG AMERIKA LINIE
JEBSEN & CO., Agents,
12, Pedder St., Tel. 26681.

CANTON AGENTS:
JEBSEN & CO., Sharnoon, B.C. Road. CARLOWITZ & CO., 230, Shaker

SHIPBUILDERS, SHIP REPAIRERS, BOILER MAKERS, FORGE MASTERS, OXY-ACETYLENE AND ELECTRIC WELDERS, MECHANICAL AND ELECTRICAL ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY

Length 787 Feet. Length on Blocks 750 Feet. Depth on Centre of SH (H.W.O.S.T.) 34 ft. 6 in.

—THREE SLIPWAYS—
Capable of Handling Ships up to 4,000 Tons displacement.
Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

—DRY DOCK—
Length 787 Feet. Length on Blocks 750 Feet. Depth on Centre of SH (H.W.O.S.T.) 34 ft. 6 in.

Salvage 100 "TAIKOO"
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Call Flag: "C" over "ANS. PENNANT."

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THURSDAY, 8 P.M. 12th NOVEMBER sailing for MANILA one of the BIG 4 "EMPRESS OF RUSSIA"

White Empresses are the fastest liners on the Pacific
12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Empress of Japan	Empress of Asia	Empress of Canada	Empress of Russia	Empress of America	Empress of Europe	Empress of Africa	Empress of India	Empress of Australia	Empress of New Zealand	Empress of South America	Empress of the Pacific
Nov. 7	Nov. 10	Nov. 10	Nov. 10	Nov. 10	Nov. 10	Nov. 10	Nov. 10	Nov. 10	Nov. 10	Nov. 10	Nov. 10
Nov. 20	Nov. 23	Nov. 23	Nov. 23	Nov. 23	Nov. 23	Nov. 23	Nov. 23	Nov. 23	Nov. 23	Nov. 23	Nov. 23
Dec. 6	Dec. 8	Dec. 8	Dec. 8	Dec. 8	Dec. 8	Dec. 8	Dec. 8	Dec. 8	Dec. 8	Dec. 8	Dec. 8

CANADIAN AUSTRALASIAN LINE
VANCOUVER, VICTORIA
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Pres. Grant ... Nov. 10, 6 p.m. Pres. Taft ... Nov. 15
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Fortnightly sailings on Sundays via Manila, Suez, Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Folk ... Sun, Nov. 15, 8 a.m. Pres. Hayes ... Sun, Dec. 27, 8 a.m.
Pres. Adams ... Sun, Nov. 29, 8 a.m. Pres. Pierce ... Sun, Jan. 10, 8 a.m.
Pres. Harrison ... Sun, Dec. 13, 8 a.m. Pres. Monroe ... Sun, Jan. 24, 8 a.m.

To Manila
Pres. Taft ... Nov. 7, 6 p.m. Pres. Jefferson ... Nov. 21, 6 p.m.
Pres. Folk ... Nov. 15, 8 a.m. Pres. Adams ... Nov. 29, 8 a.m.
Pres. Lincoln ... Nov. 17, 6 p.m. Pres. Madison ... Dec. 5, 6 p.m.

CANTON BRANCH—No. 4 Shaker Street.
DOLLAR STEAMSHIP LINES.
AMERICAN MAIL LINE

SERVICE OF FAST MOTOR VESSELS
(with limited, but exceptionally good, passenger accommodation.)

Homewards to:
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	Sailing about
M.V. "CANTON"	9th Nov.
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M.V. "TAMARA"	20th Nov.
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Passenger Rates:
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SHERRY

Sherry is the most economical of all wines, as a bottle once opened does not deteriorate.

Sherry can be consumed equally well before, during, or after a meal.

There is no better appetizer than a glass of Pale Sherry.

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D'ARTAGNAN.....	10th Nov.	FELIX ROUSSEL.....	11th Nov.
ANDRE LEBON.....	24th Nov.	G. METZINGER.....	25th Nov.
FELIX ROUSSEL.....	8th Dec.	SPHINK.....	9th Dec.
G. METZINGER.....	22nd Dec.	PORTHOS.....	23rd Dec.
SPHINK.....	5th Jan.	CHENONORAU.....	5th Jan.
PORTHOS.....	19th Jan.	ATHOS II.....	20th Jan.
CHENONORAU.....	2nd Feb.	D'ARTAGNAN.....	3rd Feb.
ATHOS II.....	16th Feb.	ANDRE LEBON.....	17th Feb.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transshipment on our mail steamers at Port-Said or Djibouti.

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FARE HONGKONG TO LONDON.

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Steamship "GLENIFFER" (Via Oran) ... 20th Nov.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

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Also leaving through Bills of Lading to Gulf and Atlantic Ports,
with transshipment at LOS ANGELES by first opportunity.

SOUTH BOUND

M.S. "PLEASANTVILLE" ... due H'kong 18th sailing 19th Nov.
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Limited Passenger Accommodation Available.
For Freight, Passage Rates and all other information.

Please apply to:-

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GUILTY LIPS.

(Continued from Page 5.)

how rents mounted elsewhere. Besides there was no lease to sign. They could move as soon as he found the right job with a decent salary. Mark, during the second week of their return from Blue Springs, was in a subdued and tractable mood.

He let Norma manage details of their installation in the new quarters. He even graciously echoed her enthusiasm over purchases from the "five and ten"—kitchen-ware, a growing plant in gay orange pot, dishes and yellow and white dimity curtains to brighten the kitchen.

Norma knew that Mark was worried and disturbed. No need to ask when he arrived home at night whether the day had brought "luck." She cheered him bravely. She was so sure all he needed was his chance in the world.

Mark Travers' method of hunting a job was far from the procedure of most young men seeking work. He never looked at "help-wanted" columns in newspapers. He ignored employment agencies. Mark did not consider himself above such things. He was merely self-conscious, entirely without an idea of the business-like way to attack his problem.

Each day he went to the club. He dropped into offices where he had acquaintances, sauntered about the old haunts, always in the expectation he would hear of "a good thing." Making these rounds required that a large amount of time should be spent in careless chatter. Mark was known as a good fellow. He tried to maintain the reputation.

He stood waiting for a car one evening during the hateful rush hour. A fat woman, arms loaded with bundles, wedged her way between Mark and the street car. As he stepped back to avoid the sharp-cornered package so near his right eye he heard a familiar whistle.

Mark turned. Nat Price's tan roadster was halted less than 10 yards away. Nat, clad in bright green, was waving. He made his way to the roadster.

The girl called out. "Hop in! I'll give you a lift."

Mark hesitated. "Afraid it would be out of your way, Nat. We're east now. Franklin avenue."

"Don't be silly! I can have you there in half the time the car takes. Anyhow, I haven't seen you in ages!"

She swung open the car door and Mark took his place beside her. At once the tan roadster shot forward. Ah! this was better than clinging to a swaying street car strap! Nat drove with perfect assurance. She kept up a running fire of talk about the League's new route, about Sidney's divorce and Lottie's wedding. As they stopped before the unimposing apartment the girl turned impulsively.

"There's something I've been wanting to say to you, Mark," she began. "I want to tell you I think it's perfectly splendid of you to show your independence the way you have. No matter what anyone else says I'm for you!"

Travers flushed. "Thanks, Nat. And thanks for the lift home. Norma and I'll be seeing you soon." He stepped from the roadster and saluted as it pulled off down the street.

An hour later from the chaise longue in her boudoir Natalie spoke into a mauve telephone. A servant in the home of Mark's parents answered. "Yes," Natalie said silkily. "It's Mrs. Travers I want to speak to. Tell her Natalie is calling. Something important!"
(To be Continued.)

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HIS FINEST PICTURE!

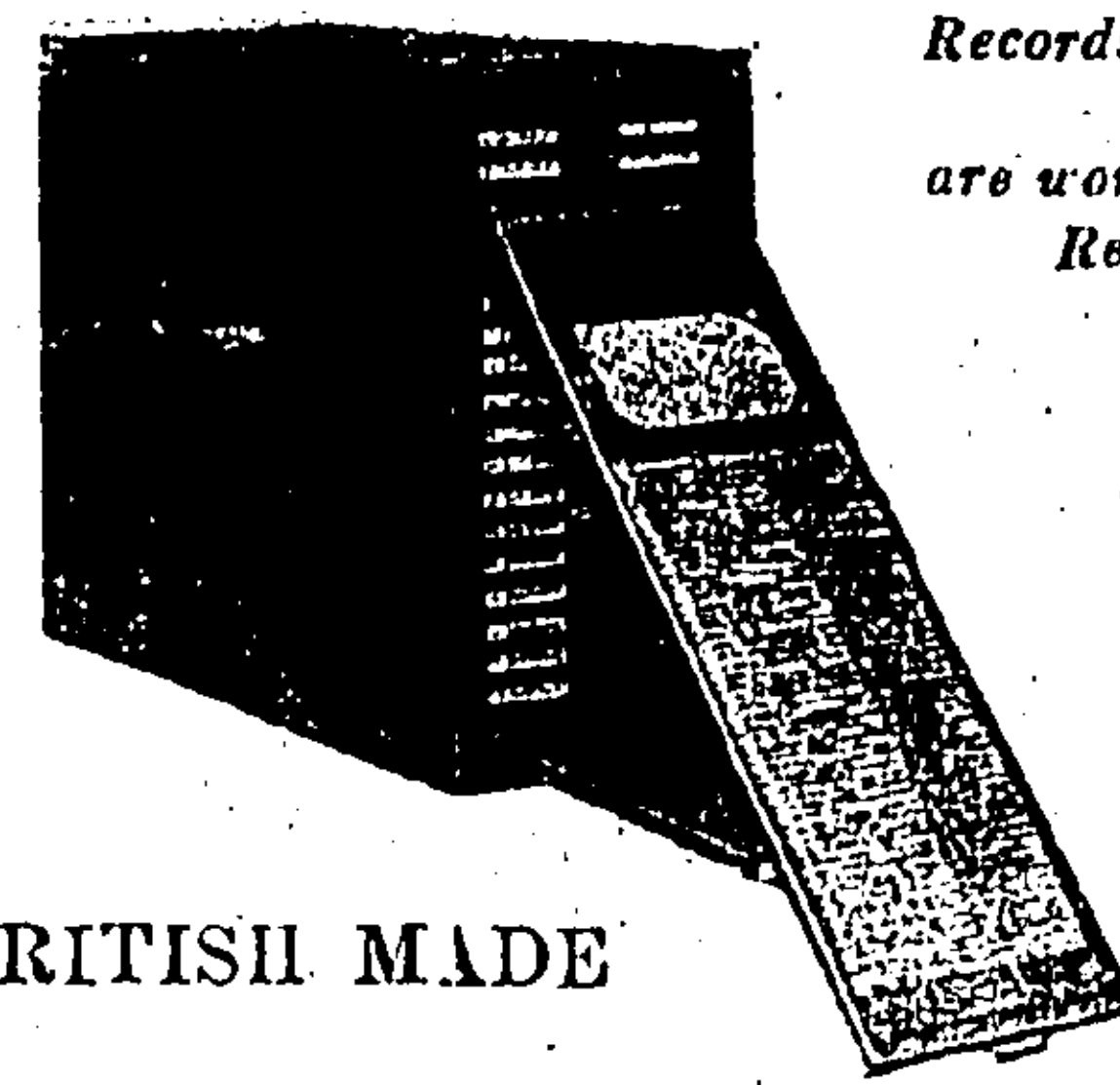


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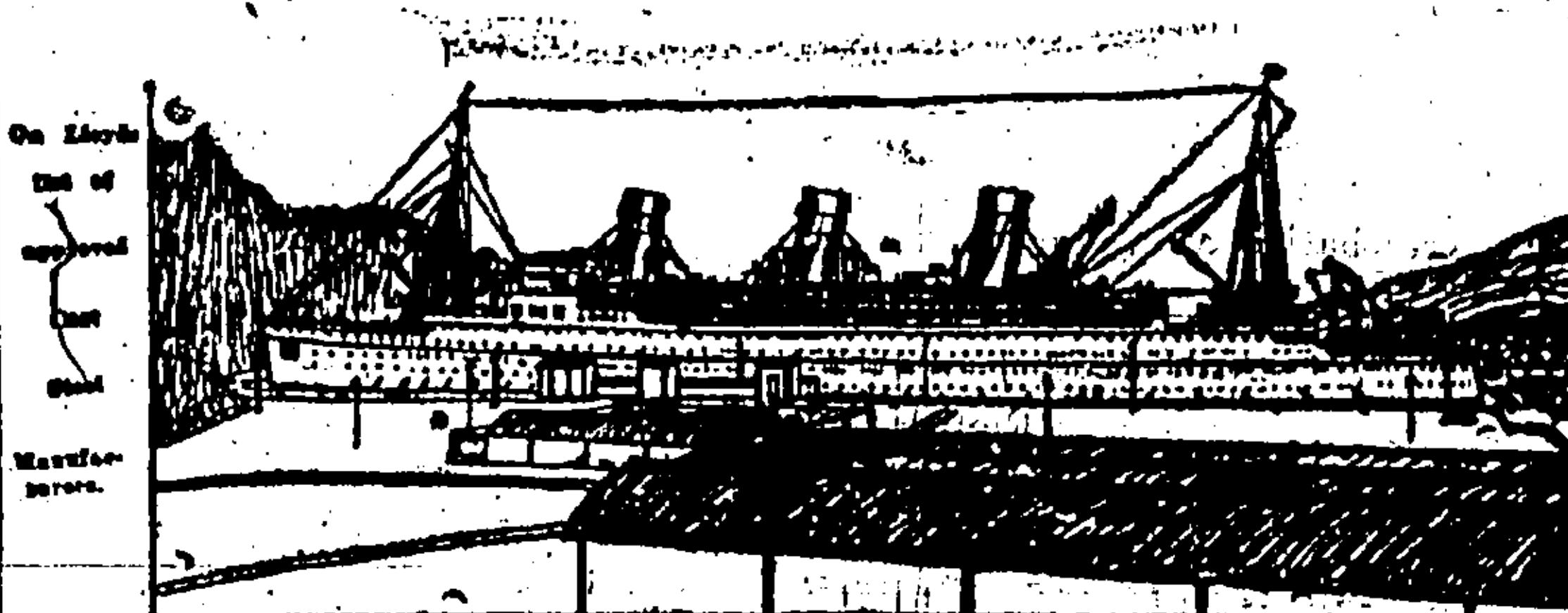
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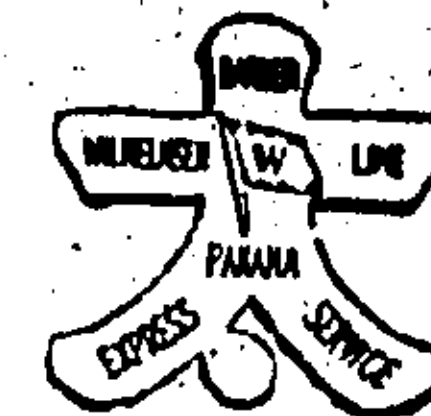


T.S.S. "EMPRESS OF JAPAN."

In No. 1 Deck. Ship Dimensions: 667' O. A. x 37' x 47' M.L.

The dimensions of No. 1 Deck are 307' x 37' x 37' Over all, H.W. O.S.T. Salvage, Rig "Heavy Kerwick," 2,000 L.B.P. Wireless Call Signal V.P.B.T. and Flag. Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons. Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union. Bentley and Watkins.

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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hong-kong (about)	Destination
NALDERA	16,000	7th Nov. noon.	Bombay, M'les & L'don
KASHGAR	9,000	21st Nov.	M'les, L'don, R'dm, A'wer, H'ull
RAJPUTANA	17,000	5th Dec.	Marseilles & London
CORFU	15,000	19th Dec.	Marseilles & London
SOMALI	6,800	26th Dec	M'les, Havre, L'don, H'burn, Rotterdam, Antwerp & H'ull

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Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	15th Nov.	S'pore, Penang & Calcutta
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P. & O. Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (North)

TANDA	7,000	2nd Dec.	Manila, Rabaul,
NANKIN	7,000	2nd Jan. 1932.	Brisbane, Sydney
NELLORE	7,000	30th Jan	and Melbourne.

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong-Kong to Sydney—19 days.

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The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

IKHIVA	9,000	10th Nov.	S'hai, Moji & Kobe
SOMALI	6,800	14th Nov.	S'hai, Kobe & Yokohama
CORFU	15,000	20th Nov.	S'hai, Kobe & Yokohama
SIRDHANA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka
IKHYBER	9,000	28th Nov.	S'hai & Kobe
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka
RAWALPINDI	17,000	4th Dec.	S'hai, Kobe & Yokohama
NANKIN	7,000	7th Dec.	S'hai, Moji, Kobe, Osaka
SANTHIA	8,000	18th Dec.	Amoy, Moji, Kobe & Osaka
KARMALA	9,000	18th Dec.	S'hai, Moji, Kobe & Yokohama

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Parcels Measuring not more than 5 c.ft. will be received at the Co's Office up to noon on the day previous to sailing.

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SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.



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Another Chinese All-talking, Singing and Dancing Picture.

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BUTTERFLY WU

Chinese foremost screen favourite with

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Directed by

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NEXT CHANGE

He coddled his son into a waster—then asked another father to rebuild him into a man.

YOUNG SINNERS

A sparkling comedy drama
As daring as youth, itself
As romantic as a first kiss
As intimate as a lover's secret
As invigorating as the great outdoors

with
THOMAS MEIGHAN
HARDIE ALBRIGHT
Dorothy Jordan
Directed by
JOHN BLYSTONE
From the stage play by **ELMER HARRIS**

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SHOES, HATS, ETC.,

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Send us your old clothes

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NEW PLAYGROUND RULES.

DOGS NOT ALLOWED IN KOWLOON.

New regulations in regard to the children's playgrounds at Chatham Road and Middle Road, Kowloon, are contained in the Gazette. These include, amongst others, the following:

No person carrying a dog shall enter the playgrounds unless specially authorised.

No person shall enter or be in the playgrounds unless properly clothed.

No person shall take into or have with him in the playgrounds any dog.

All persons using the playgrounds shall conduct themselves in a quiet, decent and orderly manner.

No person shall put his feet on any seat in the playgrounds, nor shall any person lie upon any seat or in any building therein.

No male person over 13 years of age shall use any swing, spring-board or other appliance erected in the playgrounds for the use and amusement of children.

No persons over 13 years of age shall use the latrines erected in the playgrounds for the use of either boys or girls.

The Middle Road playground will be closed during the following hours:—From April 1st to September 30th, from 7 p.m. to 6.30 a.m., from October 1st to March 31st, from 6.30 p.m. to 7 a.m.

The scheme envisages the formation of a number of smaller groups covering the Atlantic, South America, West, South and East Africa, Australia and New Zealand, while the important coastal shipping acquired by Lord Kilsant some years ago, will form a group in itself. There will also be a Holding Company concerned largely with matters of finance.

The new policy is directly contrary to the £200,000,000 merger, contemplated by Lord Kilsant.

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R.M.S.P. GROUP TO BE BROKEN UP.

KYLSANT POLICY OVERRIDDEN.

London Nov. 6.

According to the *Shipping World* the reorganisation of the Royal Mail shipping group, the late chairman of which was Lord Kilsant, who is now serving a term of imprisonment for fraud, under a policy of decentralisation on a geographical basis, is understood to have been completed by the voting Trustees, and at present the plan is being considered by the financial and other interests involved.

The scheme envisages the formation of a number of smaller groups covering the Atlantic, South America, West, South and East Africa, Australia and New Zealand, while the important coastal shipping acquired by Lord Kilsant some years ago, will form a group in itself. There will also be a Holding Company concerned largely with matters of finance.

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SHORT SESSION OF PARLIAMENT.

TO LAST ABOUT FOUR WEEKS.

London, Nov. 6.

Although the members of the new Cabinet will not receive their seals of office until they go to Buckingham Palace on Monday to kiss hands on their appointment, many of them were at work in their departments to-day.

The Prime Minister is at Looe-mouth, enjoying a brief rest before the Government meets Parliament and settles down to the tasks confronting it. He returns on Monday and soon after the Ministers' visit to the Palace, the first meeting of the new Cabinet will be held.

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